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1 JANUARY-31 DECEMBER 1982



## HISTORY OF HEADQUARTERS CIVIL AIR PATROL-USAF

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AIR UNIVERSITY  
AIR TRAINING COMMAND  
UNITED STATES AIR FORCE

HQ CAP-USAF OFFICE OF PLANS AND PROGRAMS  
MAXWELL AIR FORCE BASE, ALABAMA

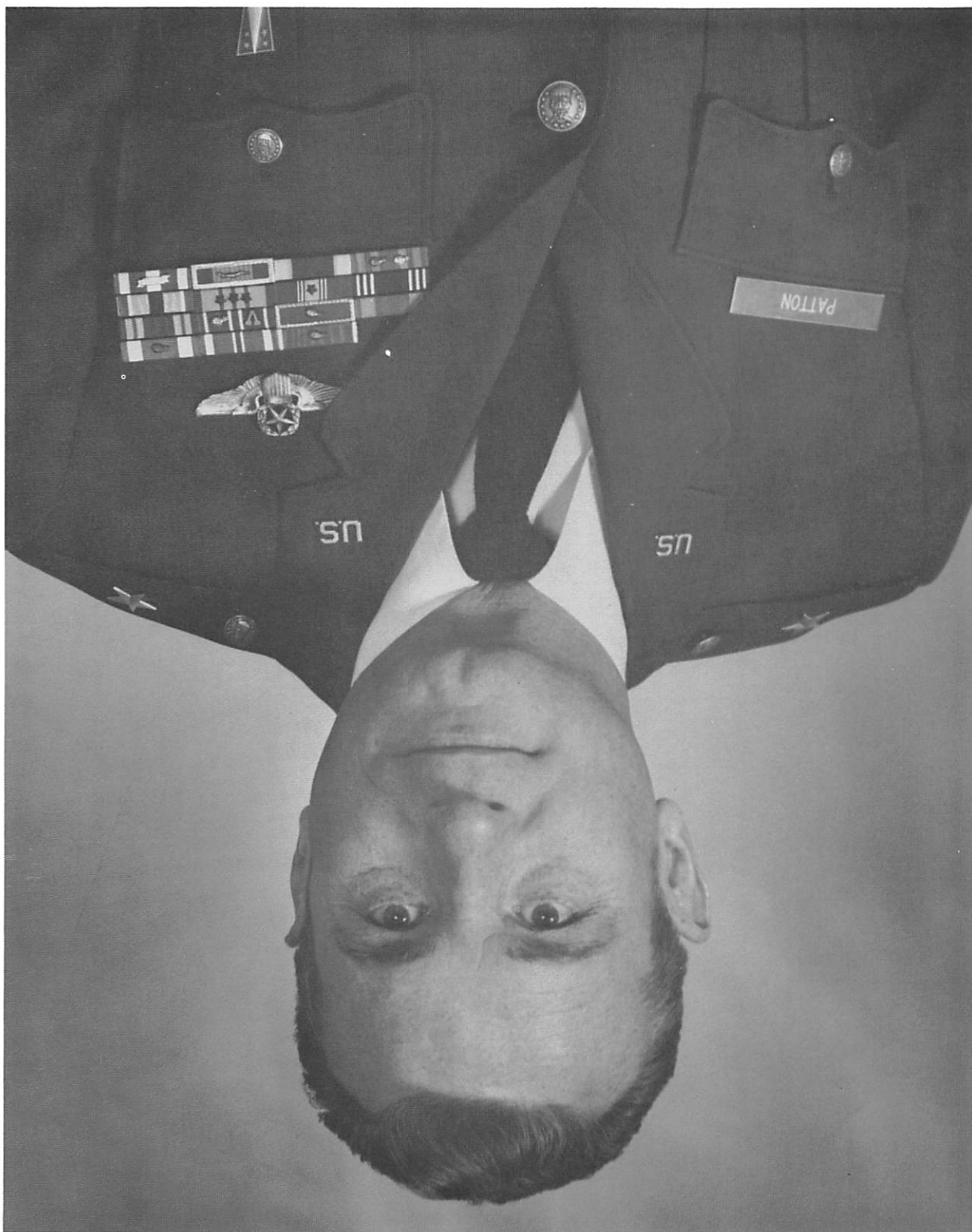
MARK MARSH

BY

1 JANUARY - 31 DECEMBER 1982

HISTORY  
OF  
HEADQUARTERS  
CIVIL AIR PATROL-USAF

BRIGADIER GENERAL DAVID L. PATTON  
COMMANDER, HEADQUARTERS CAP-USAF



## FOREWORD

The official history of Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF) for calendar year 1982 is a continuation of the record of the relationship between the Air Force and its volunteer civilian auxiliary that began 29 April 1943 when jurisdiction over the wartime mission of Civil Air Patrol was transferred from the Office of Civilian Defense to the Army Air Forces. The history consists of a narrative volume and two volumes of supporting documents.

HQ CAP-USAF performs a unique liaison mission whereby the Air Force staff assigned to the headquarters at Maxwell AFB, Alabama, also serves as the staff of the National Headquarters of Civil Air Patrol. As a result, the narrative history and supporting documents reflect the work of the staff both in performing its Air Force liaison mission and in administering the day-to-day operations of the Civil Air Patrol.

The history was prepared by the Office of Plans and Programs with the support of CAP-USAF staff agencies and USAF-CAP field liaison offices and the special assistance of Mrs. Vera Clemmons in preparing the narrative manuscript. In addition, the CAP-USAF Publishing Division provided valuable publication assistance. This history is subject to revision as additional information becomes available. Corrections or suggestions for improving this and future HQ CAP-USAF histories are welcomed.



DAVID L. PATTON  
Brigadier General, USAF  
Commander

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## CHRONOLOGY

1982

- 1 Apr - The National Congress on Aerospace Education  
3 Apr was cosponsored by Civil Air Patrol and held  
in Atlanta, Georgia.
- 16 Apr - The CAP National Executive Committee voted  
to authorize CAP cadets to be flown to and  
from USAF-authorized mission sites.
- 16 Apr - The CAP National Executive Committee  
approved the FY 83 operating budget for  
Civil Air Patrol.
- 16 Apr - The National Executive Committee and the  
Aviation Exploring Division of the Boy  
Scouts of America agreed upon a Resolution  
of Mutual Association.
- 16 Apr - The Executive Board of the CAP National  
Chaplain Committee met at HQ CAP-USAF.
- 16 Apr - The Civil Air Patrol National Executive  
17 Apr Committee met at Maxwell AFB, Alabama.
- 7 May - The CAP National Scholarship Selection  
Committee met to select recipients of 49  
CAP academic scholarships.
- 20 Jun - The Civil Air Patrol Cadet Air Force  
26 Jun Academy Survival Course was hosted by the  
Air Force Academy
- 1 Jul - The new Aerospace Education Program for  
Senior Members was implemented.
- 4 Jul - A Pararescue Orientation Course for CAP  
10 Jul cadets was hosted by Kirtland AFB, New  
Mexico.
- 11 Jul - The ATC Familiarization Course for CAP cadets  
17 Jul was conducted at four ATC bases.
- 18 Jul - The Civil Air Patrol International Air Cadet  
5 Aug Exchange Program was conducted.

- 28 Jul - The Civil Air Patrol National Cadet Officer  
6 Aug School was conducted at Gunter AFS, Alabama.
- 28 Jul - The Civil Air Patrol National Staff College  
6 Aug was conducted at Gunter AFS, Alabama.
- 8 Aug - A Pararescue Orientation Course for CAP  
14 Aug cadets was conducted at Fort Knox, Kentucky.
- 12 Aug - The Civil Air Patrol National Executive  
Committee met in special session at the  
Hyatt Regency O'Hare Hotel in Chicago,  
Illinois.
- 13 Aug - Civil Air Patrol, Aircraft Owners and Pilots  
Association and Republic Airlines entered  
into an agreement to provide "Affiliate  
Membership" in CAP to AOPA members that  
would entitle them to air fare discount  
from Republic Airlines.
- 13 Aug - The annual CAP National Commander's Prayer  
Breakfast was held at the Hyatt Regency  
O'Hare Hotel in Chicago, Illinois.
- 13 Aug - Brig Gen Howard L. Brookfield was elected  
as National Commander of Civil Air Patrol  
by the CAP National Board.
- 13 Aug - The Frank G. Brewer Memorial Aerospace  
Awards were presented during the National  
Board Meeting in Chicago, Illinois.
- 13 Aug - The Executive Board of the CAP National  
Chaplain Committee met in Chicago, Illinois  
in conjunction with the CAP National Board  
Meeting.
- 13 Aug - The National Aerospace Education Advisory  
Committee met in Chicago, Illinois.
- 13 Aug - The Civil Air Patrol National Board met at  
14 Aug the Hyatt Regency O'Hare Hotel in Chicago,  
Illinois.
- 13 Aug - The CAP National Chaplain Committee met  
14 Aug during the CAP National Board Meeting in  
Chicago, Illinois.

- 14 Aug - Cadet Daniel J. Marszalek of the Illinois Wing was recognized as the CAP Cadet of the Year.
- 14 Aug - The Civil Air Patrol National Executive Committee met in special session at the Hyatt Regency O'Hare Hotel in Chicago, Illinois.
- 15 Aug - A Pararescue Orientation Course for CAP  
21 Aug cadets was conducted at George Washington National Forest, Virginia.
- 30 Sep - The FY 82 CAP-USAF operating budget was closed out and over \$43,000 was returned to Air University as surplus to requirements.
- 1 Oct - The Chief of Cadet Special Activities position was dropped from the manning authorization.
- 18 Oct - A National Search and Rescue School was  
25 Oct conducted at McClellan AFB, California.
- 19 Oct - Civil Air Patrol entered into a Statement of Cooperation with the American National Red Cross.
- 1 Nov - Orientation Training for newly assigned  
3 Nov CAP-USAF liaison staff personnel was conducted at Maxwell AFB, Alabama.
- 17 Nov - A USAF-CAP Liaison Region Commanders  
18 Nov Conference was hosted by General Patton at Maxwell AFB, Alabama.
- 1 Dec - The 41st anniversary of the founding of Civil Air Patrol was observed.
- 3 Dec - The CAP National Executive Committee adopted a policy to assist law enforcement authorities in the suppression of illegal drug activities.
- 3 Dec - The Executive Board of the CAP National Chaplain Committee met at HQ CAP-USAF.
- 3 Dec - The Civil Air Patrol National Executive  
4 Dec Committee met at Maxwell AFB, Alabama.
- 27 Dec - The CAP National Cadet Competition was held  
30 Dec at Maxwell AFB, Alabama.

## CHAPTER I

### MISSION AND ORGANIZATION

Civil Air Patrol (CAP) completed its 41st year of service to the nation on 1 December 1982. Although CAP became an official defense activity a week before the Japanese attack on Pearl Harbor, its roots reach back to the late 1930s.

### CAP ORIGIN AND WARTIME SERVICE

World War I pilot and aviation writer Gill Robb Wilson and a number of other aviation enthusiasts noted the growing role of airpower in the armed forces of Europe prior to World War II and suggested plans for the organization of civil aviation as part of the defense program of this country. Several state organizations were formed in 1940 and plans for a national Civil Air Patrol were developed.

On 20 May 1941, by Executive Order 8757, the President established the federal Office of Civilian Defense (OCD) with responsibility to study and plan measures for Civilian Defense programs, including "civilian auxiliaries," and to provide "opportunities for constructive civilian participation in the defense program." Fiorello H. LaGuardia, then mayor of New York City and a former World War I pilot, was appointed as Director of OCD. Gill Robb Wilson and other prominent CAP advocates lost no time in presenting the CAP plan to LaGuardia. Although LaGuardia expressed enthusiasm over the plan and recognized its merit, he realized that to succeed it must have Air Corps support. He forwarded the plan to the War Department in September 1941 strongly recommending support.<sup>1</sup>

On 7 November 1941, General H. H. Harold\* appointed a board of Air Corps officers and aviation-minded civilian consultants headed by Brigadier General George E. Stratemeyer to review the plan. The results were favorable and the board recommended Air Corps cooperation and support. On 1 December 1941, pursuant to authority conferred by Executive Order 8757, Mr. LaGuardia established Civil Air Patrol as part of the Office of Civilian Defense and on 8 December 1941 he issued

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\*Chief of the Air Corps (1938-1941); Chief of Army Air Forces (1941-1942); Commanding General, Army Air Force (1942-1946).

an administrative order outlining the organization of Civil Air Patrol and designating Air Corps Major General John F. Curry as its National Commander. Gill Robb Wilson was appointed as Executive Officer in a civilian status.

Soon after the outbreak of World War II, German submarines were boldly operating in American coastal waters along the eastern and southeastern shorelines, often within a few hundred yards of the shore. They were sinking merchant-men and tankers at the rate of two or three each day, sometimes within sight of awe-struck onlookers on the beaches. This destruction seriously cut into the Nation's gasoline supplies, and threatened the success of allied forces in the battle for Africa. CAP leaders urged the War Department to permit the recently organized Civil Air Patrol to help combat the submarine menace, but were met with opposition. The hazards of operating land planes over ocean waters and the impracticability of their proposal was pointed out to them: their organization was too young; its members undisciplined; the mission was too critical.<sup>2</sup>

The navy was so thinly spread along the 1,200 mile sea frontier from Halifax to the Florida Keys that it could not strike back effectively. And the strength of the military air forces was not yet adequate to cope with both the submarine threat and other wartime missions. Consequently, enemy submarine activity accelerated, and the sinking of ships increased at an alarming rate. Although many factors argued against such a course, the worsening submarine menace convinced military authorities that the Civil Air Patrol should be used to help combat the U-boats. On 5 March 1942, a Civil Air Patrol experimental coastal patrol program was authorized for a period of 30 days. Meanwhile, Earle L. Johnson, who had organized a forerunner program in Ohio in 1940, was commissioned as a captain in the Air Corps and replaced Gill Robb Wilson as executive officer. That enabled Wilson to devote all his time to organizing the coastal patrol program. Wilson gave the following account of the establishment of the CAP coastal patrol program:

General Curry sent me to Atlantic City to organize the activity. The municipal government turned over Baden Field as a base of operation. The call for immediate volunteer pilots and observers. We were a motley crew, and no two aircraft were the same. One of the planes was an antique bird-cage Sikorski, but the crew consisted of a test pilot from Martin and a retired old mate from the Coast Guard. Another was a Grumman Wildcat flown by Tom Whitney, a millionaire retired stockbroker.

Charles Peyton, my assistant in the New Jersey Department of Aviation, came down to oversee

*maintenance. We set up an operations office in one of the decrepit old sheet-iron hangars. After several days of briefings we essayed a mass experimental patrol twenty miles seaward, an hour parallel to the coast, an hour on reciprocal heading and back to the base. Weather deteriorated during the flight. I paced the field in apprehension. Loss of a crew at this juncture might cancel the whole program. None of these people had ever flown off shore before. Were we asking too much of them? The ceiling kept lowering, and the dusk of the winter evening was approaching. But at last I saw them coming--and it was a beautiful sight! At the subsequent debriefing, all expressed disappointment that no submarine had been sighted. Nobody appeared to feel he had been through an ordeal beyond his capacity to handle. . . . The anti-submarine patrol at Atlantic City was quickly followed by the establishment of kindred CAP units north and south along the coast.<sup>3</sup>*

Before the trial period expired the program was operating so smoothly that General Curry was given a more urgent assignment and command of Civil Air Patrol was turned over to Earle Johnson who served as National Commander until his death in an aircraft accident in February 1947. The coastal patrol experiment proved so successful that the use of CAP in the mission continued far beyond the experimental period. Initially coastal patrol flights were flown solely for the purpose of reconnaissance. They flew at altitudes of a few hundred feet and ranged as far as 150 miles from shore. Army and Navy bombers were summoned when submarines were sighted. Eventually, the planes were armed with depth charges and demolition bombs, suspended from improvised bomb racks.

On 31 August 1943, CAP coastal patrols were discontinued because the program had succeeded. Its mission had been accomplished. Offshore shipping lanes had been virtually freed from the submarine threat and CAP had bought time for buildup of the regular military forces. The cost to CAP was 90 aircraft lost, 26 pilots and observers killed, and seven seriously injured. During the 18 months of the coastal patrol mission, CAP established an impressive record. It began with two bases and at the time of its discontinuance, CAP was operating out of 21 bases located along the coastlines of the Atlantic Ocean and the Gulf of Mexico.

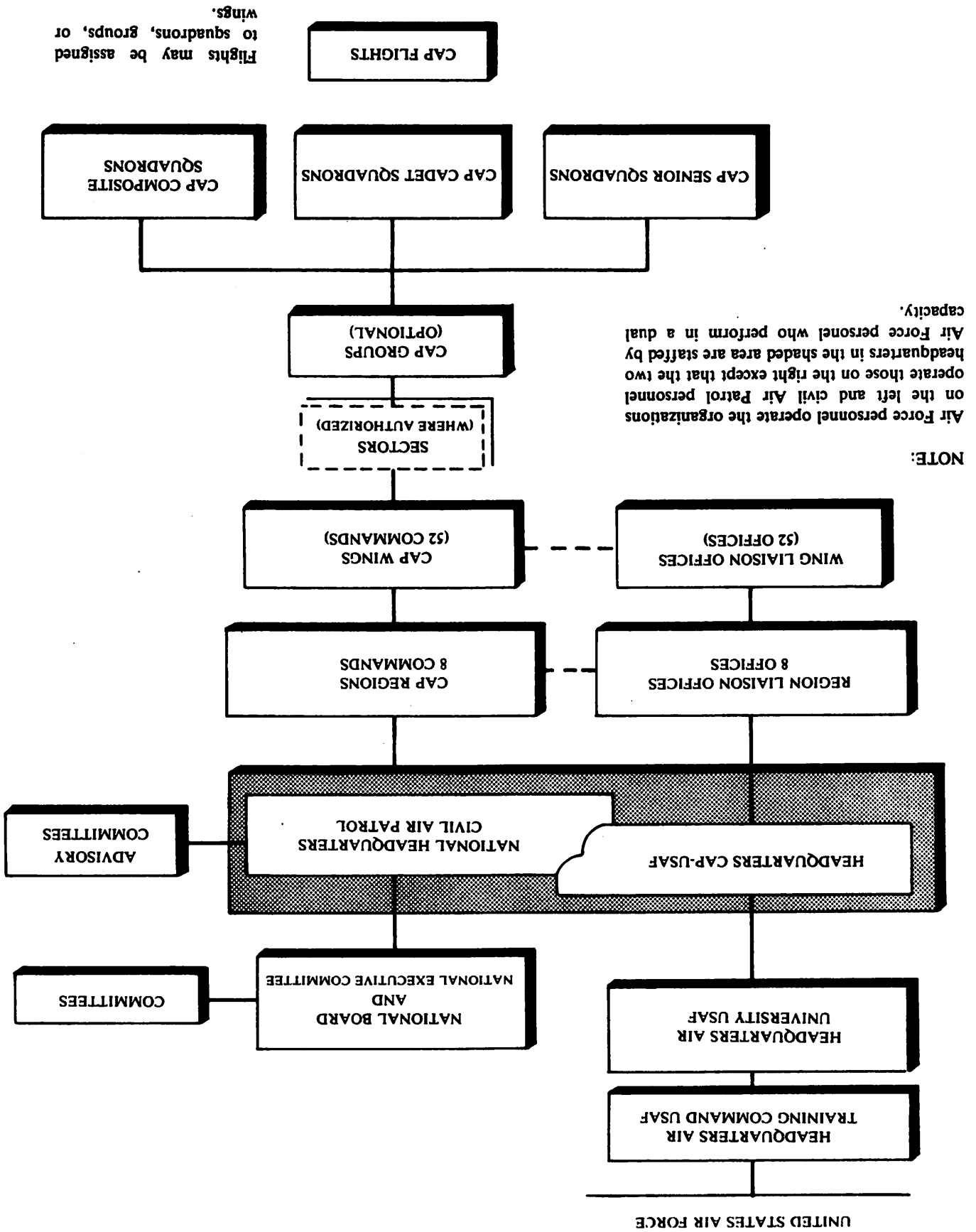
The patrol had reported 173 submarine sightings and dropped 83 bombs on 57 of those, destroyed two and alerted Army and Navy bombers that destroyed many others. CAP aircrews also summoned help for 91 vessels in distress and 363 survivors of submarine attack. The highest tribute to CAP's effectiveness in its performance of the coastal patrol mission came many months later, and from the enemy. After the German surrender, a high-ranking German naval officer was asked why

the Nazi U-boats had been withdrawn from US coastal waterways in early 1943. He replied, "It was because of those damned little red and yellow planes."<sup>4</sup>

CAP performed other vital services simultaneous to the coastal patrol operation and afterwards. During 18 months of courier flying, from late 1942 to early 1944, CAP pilots moved over 3½ million pounds of mail and cargo for the Air Forces and transported hundreds of military passengers. During the same period the CAP Southern Defense Command flew approximately 30,000 hours of border patrol along the 1,000 mile stretch between Brownsville, Texas, and Douglas, Arizona. In addition to establishing its own cadet training program in 1942, CAP played a major role in the urgent mission of recruiting Air Corps trainees. Using 288 on-loan Army Air Forces (AAF) L-4 aircraft, CAP pilots logged 41,000 flying hours providing orientation flights for 78,000 prospective AAF recruits in 1944 alone. Over a 3 year period beginning in March 1942, CAP pilots flew 46,000 hours on 20,593 target-towing and radar tracking missions. These missions were extremely hazardous and conducted with a loss of 29 airplanes, seven CAP members killed and five seriously injured. CAP also routinely performed search and rescue missions for missing military aircraft throughout the war years and logged approximately 40,000 flying hours in the effort.

Both men and women CAP members took part in its wartime missions. They volunteered for active service periods ranging from 30 days to the duration of the war. They took an oath to defend their country, they carried out their duties under official Army orders; although their status remained civilian, they wore Army-type uniforms with distinctive CAP insignia; and in certain activities it is conceivable that CAP members were in danger of capture. Their remuneration consisted only of reimbursement of expenses incurred while actively engaged in assigned missions. However, official military recognition was given to those CAP members whose contributions were extraordinary. Twenty-five War Department decorations for exceptional civilian service and 825 air medals were awarded to them. Civil Air Patrol functioned under the Office of Civilian Defense from 1 December 1941 until 29 April 1943 at which time command jurisdiction was transferred to the War Department and the Army Air Forces for the remainder of the war years. Although CAP was an auxiliary of the Air Force from the time of its transfer from the Office of Civilian Defense in 1943, that status would not become permanent until 1948. However, it was during the war that its usefulness as a civilian auxiliary to the air arm of the military services was developed, its cadet program inaugurated, and its administrative organization established.<sup>5</sup>

Figure 1 - Organizational Chart Civil Air Patrol



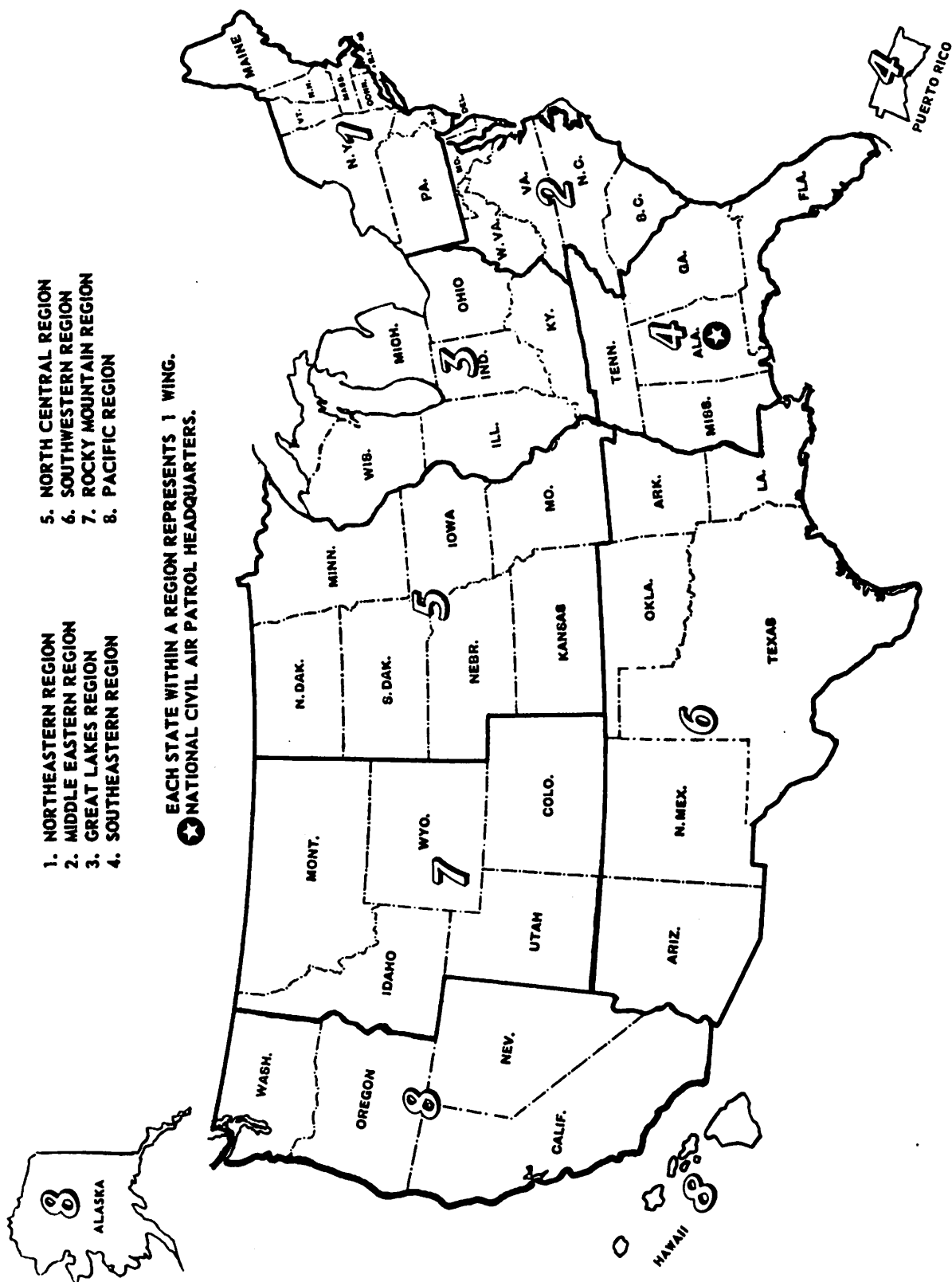


Figure 2 - CAP Regions and Wings

## CAP POSTWAR STATUS

General H. H. Arnold called a conference of CAP wing commanders in January 1946 and he and General Carl A. Spaatz advised them that the national emergency would soon terminate and along with it the legal authority for Civil Air Patrol. They also advised that AAF financial support of CAP would cease on 31 March 1946, but promised AAF assistance in obtaining a Federal charter for CAP to retain its status as an Army Air Force auxiliary. On the evening of 1 March 1947, in Washington DC, the 48 CAP wings held a congressional dinner honoring the President of the United States, the 79th Congress and the AAF Commanding General. Its express purpose was to thank them for giving the Civil Air Patrol the opportunity to serve the nation during World War II. The event was attended by 300 members of Congress and 50 Air Force generals. The main speakers included President Harry S. Truman and the Speaker of the House Sam Rayburn.

On 1 July 1946, President Truman signed Public Law 476 of the 79th Congress which chartered Civil Air Patrol as a benevolent, nonprofit corporation. CAP completed its corporate organization under a constitution and bylaws which outlined its objectives and purposes, organizational structure and governing bodies. The objectives and purposes of Civil Air Patrol, as stated in Public Law 476 and in the Constitution and Bylaws of Civil Air Patrol were:

1. *Provide an organization to encourage and aid American citizens in the contribution of their efforts, services and resources in the development of aviation and in the maintenance of air supremacy.*
2. *Encourage and develop by example the voluntary contribution of private citizens to the public welfare.*
3. *Provide aerospace education and training especially to its senior and cadet members.*
4. *Encourage and foster civil aviation in local communities.*
5. *Provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.*

## CAP ORGANIZATION AND CURRENT STATUS

The CAP Corporation was organized along military lines with a national headquarters and eight geographical regions

each composed of from five to nine wings. There was a total of 52 wings, one in each of the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico. The wings were organized into groups, composite squadrons, cadet squadrons, senior squadrons, and in some instances, flights. At the end of 1982, Civil Air Patrol was composed of 1,850 individual membership units.\*

The National Board continued to be the principal governing body of Civil Air Patrol under authority of the Act of Incorporation (Public Law 476) and the CAP Constitution and Bylaws. The board was composed of the national commander, national vice commander, executive director, national finance and national legal officers, eight region commanders and 52 wing commanders.\*\* The CAP National Board met in Chicago, Illinois, on 13-14 August 1982.+ CAP Brigadier General Howard L. Brookfield was unanimously elected by the National Board as CAP National Commander. Brookfield moved up from the position of National Vice Commander to replace Brigadier General Johnnie Boyd who served three terms as National Commander.

The National Executive Committee (NEC) served as the corporate governing body when the National Board was not in session. The NEC was made up of the members of the National Board, minus the 52 wing commanders. Although designated by the CAP Constitution and Bylaws as the principal governing body, the National Board acted only in those areas reserved exclusively to it, such as election of the national commander and national vice commander and changes in the CAP Constitution and Bylaws. In reality, the NEC established most of the CAP corporate policy. The CAP Constitution required the NEC to meet at least twice annually, and at other times at the call of the National Commander. The NEC met twice in regular meetings at Maxwell AFB, Alabama, on 16-17 April and 3-4 December, and in special meetings in conjunction with the National Board meeting in Chicago on 13-14 August.++

### HEADQUARTERS CAP-USAF

On 29 April 1943, by Executive Order 9339, the President ordered the Civil Air Patrol transferred from the Office of Civilian Defense to the Department of War. On 4 May 1943, the Secretary of War, in Memorandum Number W95-12-43, charged the Commanding General, Army Air Forces with supervising and directing the operations of the Civil Air Patrol. The AAF thereafter provided for the organization, manning, and equipping of a

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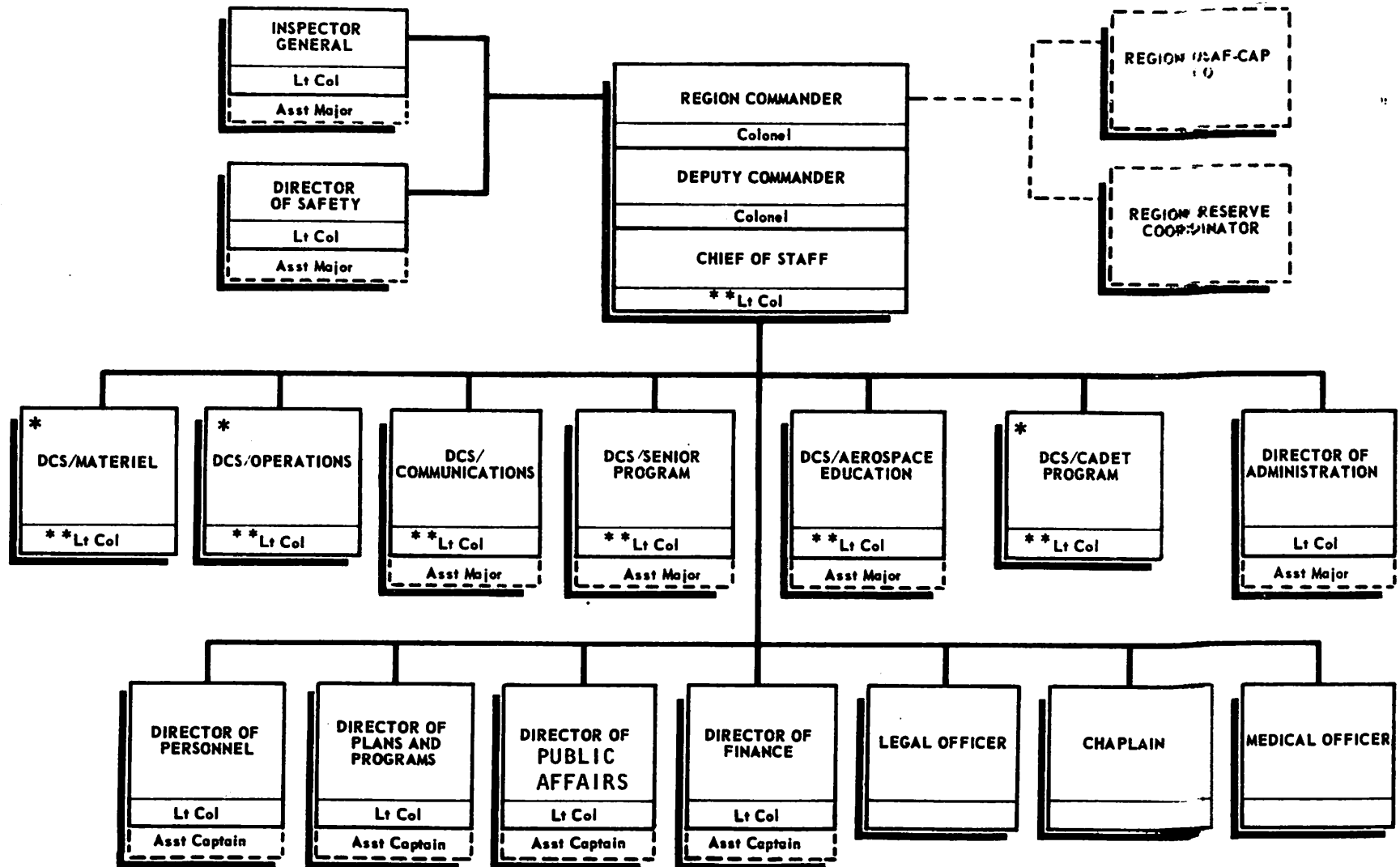
\*See p 36, SD #56.

\*\*See p 34, 35 #56.

+See p 62,

++See p 62.

# Region Headquarters Organizational Chart - FIGURE 3



\* The above staff officers may find it desirable to delegate certain responsibilities to subordinate personnel. If any of these functions are expanded, the organization charts on the following page are recommended.

\*\* The Chief of Staff and DCS positions may be named with colonel grades, provided the colonel grade was earned by the incumbent while a member of the National Board.

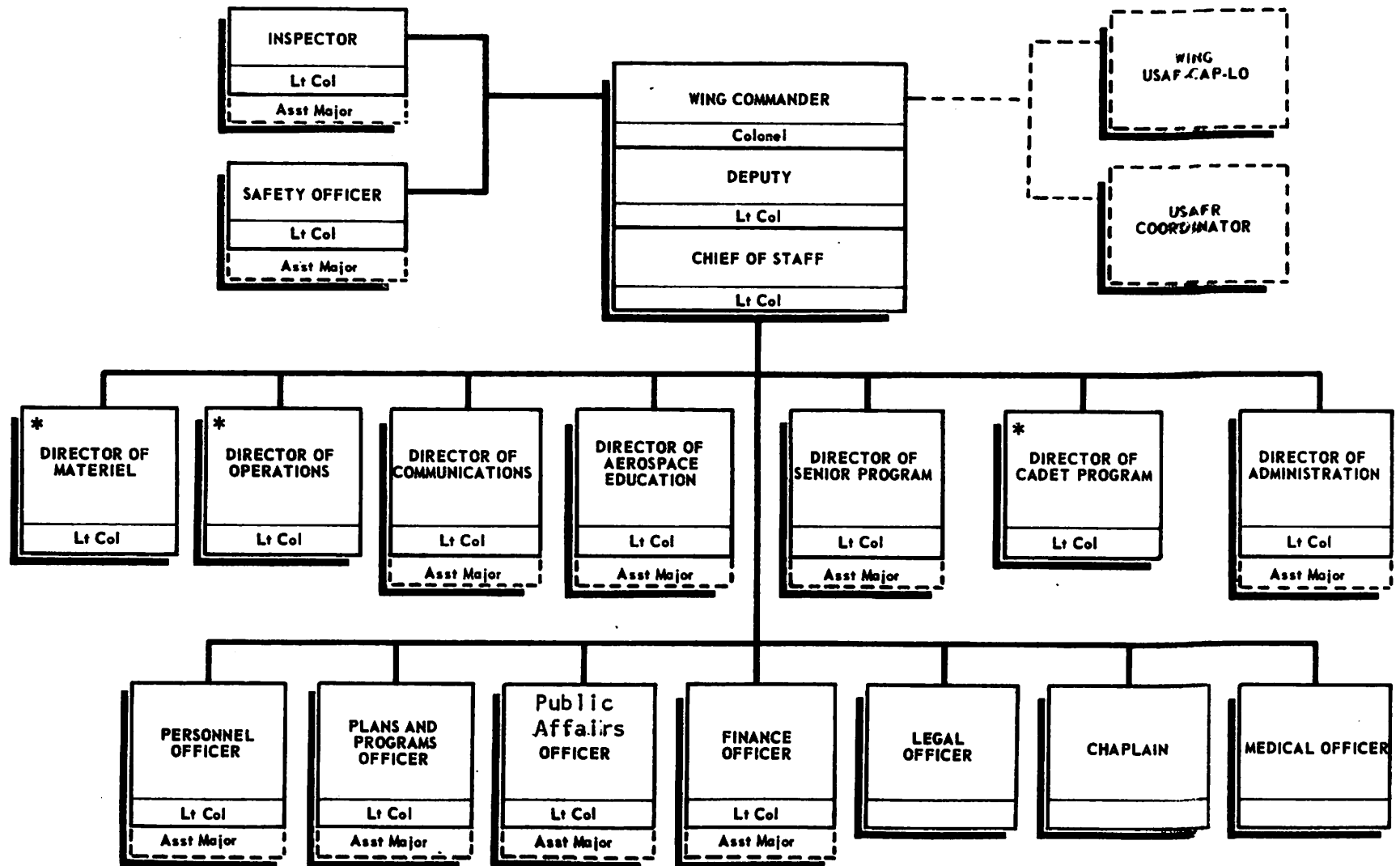
headquarters for Civil Air Patrol first in New York City, and later at Bolling Field, Washington DC. During a period of uncertainty regarding the future of Civil Air Patrol following the end of the war, the AAF continued to supervise the activities of CAP and provide manning for its national headquarters.

Although CAP gained a Federal charter on 1 July 1946 under Public Law 476 and adopted an ambitious program to be carried out without financial assistance from the Air Force, it was obvious that many of CAP's objectives could not be attained without continued support from the Air Force. On 26 May 1948, the 80th Congress passed Public Law 557 granting CAP official status as the voluntary civilian auxiliary of the Air Force. The law authorized the Secretary of the Air Force to provide certain support to Civil Air Patrol such as the use of Air Force services and facilities; assistance with training; excess equipment and supplies, reimbursement for fuel, lubricants and communications expenses incurred while participating in Air Force authorized missions; and Air Force liaison personnel assigned to offices at the national, region and state levels of Civil Air Patrol. The law also authorized the Secretary to use the services of Civil Air Patrol in fulfilling the noncombatant mission of the Air Force.<sup>6</sup>

Headquarters CAP-USAF located in Building 714 at Maxwell AFB, Alabama, was the head of the organizational structure for support of Civil Air Patrol. The senior officer in the CAP-USAF liaison structure continued to perform duties in a dual status. In his military capacity as Commander, CAP-USAF, he directed USAF military support of Civil Air Patrol and commanded all Air Force personnel assigned to Headquarters CAP-USAF, the eight USAF-CAP liaison regions and the 52 USAF-CAP wing liaison offices. In the role of Executive Director, he served in his private capacity and not as an officer of the United States Air Force. As Executive Director, he administered the day-to-day activities of Civil Air Patrol and was a voting member of the CAP National Board and National Executive Committee. The Air Force staff assigned to HQ CAP-USAF supported him in both functions.<sup>7</sup>

An Air Force colonel assigned to each of the eight USAF-CAP liaison regions, that corresponded to the eight CAP regions, commanded a small staff of six in the region office and an officer and noncommissioned officer in each USAF-CAP wing liaison office under his jurisdiction. Liaison personnel served as implementing agents for policies established by the Commander, CAP-USAF; as field advisors to assist CAP commanders in mission training and performance; and as liaison and control between Civil Air Patrol and federal government agencies where facilities, services, equipment or funds were involved. Liaison personnel were not subject to directions or orders issued by any member of Civil Air Patrol and liaison personnel exercised no jurisdiction over CAP personnel.<sup>8</sup>

# Wing Headquarters Organizational Chart - Figure 4



\* The above staff officers may find it desirable to delegate certain responsibilities to subordinate personnel. If any of these functions are expanded, the organization charts on the following page are recommended.

At the end of 1982, a total of 267 Air Force military and civilian personnel were authorized to perform the CAP-USAF mission, of which 107 of the authorizations were in the headquarters at Maxwell AFB, Alabama, and 160 were in the eight USAF-CAP liaison region and 52 USAF-CAP wing liaison offices.\*

HQ CAP-USAF continued to operate from Building 714 (Wilson Hall), Maxwell AFB, Alabama, throughout 1982. The CAP-USAF liaison mission, as authorized by Public Law 557, and stated in Air Force Regulation 46-4 continued to be:

1. *To advise and assist CAP in fulfillment of its statutory objectives.*
2. *To provide liaison between CAP, the Air Force and other Department of Defense agencies.*

The organization and mission of CAP-USAF were further explained in Air Training Command Regulation 23-3, 20 March 1980. The responsibilities of the CAP-USAF Commander were specified as follows:

*Exercise command jurisdiction over Headquarters CAP-USAF and its field units according to HQ USAF, HQ ATC, and HQ AU established policies. Acts as executive director for CAP and is vested with administering the corporation according to corporate bylaws set forth by the National Board, CAP and its National Executive Committee; develop policies and procedures as required.*

### COMMAND PERSPECTIVES AND PRIORITIES

Brigadier General David L. Patton served throughout 1982 in the unique dual role as Commander of Headquarters CAP-USAF and as Executive Director of Civil Air Patrol. As Commander of CAP-USAF he continued to provide advice and assistance to Civil Air Patrol and serve as liaison between the Air Force and its civilian auxiliary, as well as command all Air Force personnel assigned to the headquarters and the field liaison offices. Wearing his other hat as Executive Director of Civil Air Patrol, General Patton served in his private capacity in administering the day-to-day activities of Civil Air Patrol and played a major role in shaping CAP corporate policy as a voting member of the CAP National Board and National Executive Committee.<sup>9</sup>

Safety was an area of continuing concern and emphasis for General Patton throughout 1982. General Patton stated, "Lives

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\*See p 49.

have been lost needlessly, and our people have been injured, sometimes because we didn't follow our own directives or use prudent judgement. The resulting cost in personnel, time lost in use of aircraft, and equipment replacement is more than we can afford. A continuation of this trend will almost surely result in dramatic changes for Civil Air Patrol as we know it."<sup>10</sup>

A CAP Safety Committee was revitalized and an extremely capable chairman in the person of CAP Colonel Bob Rubens, Vice President of Republic Airlines was appointed. To help learn from mistakes, the CAP Safety Director initiated a monthly safety bulletin and a detailed mishap analysis report. General Patton said that, "In addition to maximum efforts at national level, we are encouraged by the increased emphasis we are beginning to detect at wing and squadron level."<sup>11</sup>

General Patton said that, "Although we are not resting on our laurels and are still working hard for improvement, I am proud of our safety achievements in 1982. Both CAP and CAP-USAF had the best safety records in their history. The (CAP) fatalities dropped from 11 to two, and the injuries were reduced from 15 to two. On the USAF side, we drove over 500,000 miles without a reportable GSA vehicle mishap and were accident free in aircraft."<sup>12</sup>

Recognizing the contribution of increased flight clinic attendance toward an improved safety record, the CAP National Executive Committee increased funding for flight clinics from \$18,000 to \$35,000. Just over a year ago, the program was being funded at \$12,000 annually. The increase was expected to help CAP maintain a more proficient and safer pilot force and also lead to more effective emergency services operation.<sup>13</sup>

Civil Air Patrol continued to serve as the primary resource of the Aerospace Rescue and Recovery Service in fulfilling Air Force responsibility for coordinating search and rescue operations in the inland region of the United States. During 1982, CAP participated in 1,194 Air Force authorized missions, flew 16,960 hours, and was credited with locating 782 search objectives and saving 87 lives.<sup>14</sup>

The use of Emergency Locator Transmitters (ELTs) for aircraft and ships created a need for a consistent, timely monitoring system for ELT signals. In a cooperative effort between the US, Canada, France and USSR, satellites were chosen as the best approach to monitor the signals. CAP was requested to assist in the system test effort by activating test ELTs at various locations in the US. In addition, nine CAP aircraft were modified with a new, more reliable ELT for a one-year operational test. Using the Russian satellite already in orbit, the system was used to locate and save three individuals who crashed in the mountains of western Canada.<sup>15</sup>



The annual International Air Cadet Exchange (IACE) program is designed to foster international understanding, goodwill, and friendship among young people who share a common interest in aviation. Representative Nick J. Rahall, II of West Virginia (left) and Mr. George P. A. Forschler, Deputy Assistant Secretary of the Air Force for Reserve Affairs greeted CAP cadets and visiting cadets from Canada, Europe, and the

Middle East during the Washington D.C. phase of the exchange. The 1982 IACE involved the exchange of 107 CAP cadets and 22 senior escorts with a similar number from 13 other countries. Congressman Rahall is a CAP colonel and commander of the CAP Congressional Squadron. Mr. Forschler is a former commander of the CAP Idaho Wing and in his current position monitors all CAP programs.



The National Congress on Aerospace Education held in Atlanta included concurrent sessions on a wide range of aerospace subjects and a special program on aerospace education learning opportunities. Among the attendees were retired Air Force Brig Gen Chuck Yeager, (left) and A. Scott Crossfield. Yeager became the first man to fly faster than sound when he flew the Bell XS-1 through the sound barrier in October 1947. Crossfield is former chief engineering test pilot for North American Aviation and was pilot of the X-15 rocket aircraft during its first 30 test flights. (Photo by Ken Kennedy)



Headquarters CAP-USAF began preparation for the first CAP national search and rescue competition with visits to several central US Air Force bases. Whiteman AFB, Missouri, was selected as the best site and planning and coordination was started for its use on Labor Day weekend, 1984. The national competition was conceived as a method of selecting a winning search and rescue team from among the top teams from each of eight region competitions.<sup>16</sup>

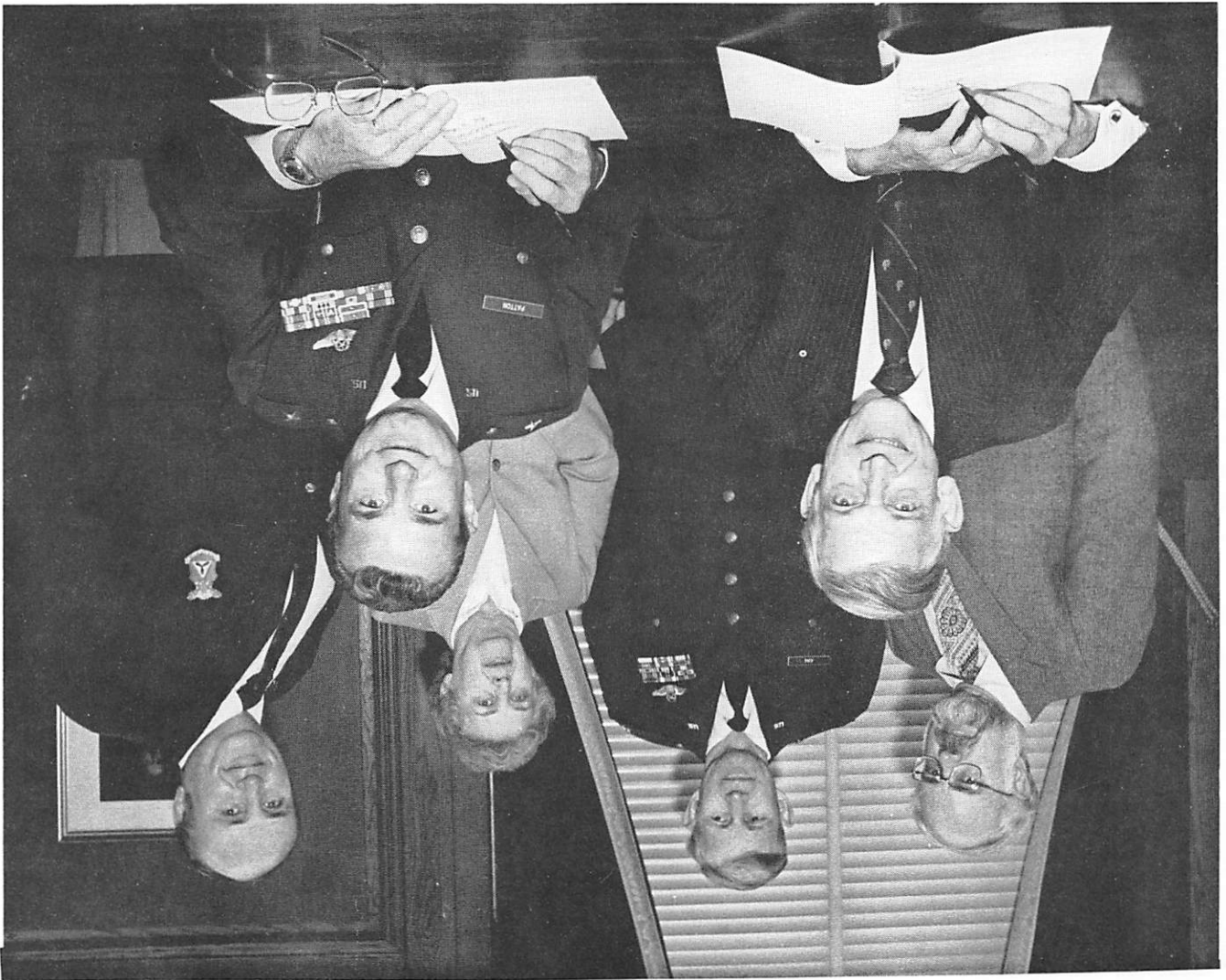
A program for CAP members to report suspected illicit drug activities observed while participating in CAP activities was initiated in the Southeast Region which included Alabama, Florida, Georgia, Mississippi, Tennessee, and Puerto Rico. CAP assistance was requested by Mr. Edward Philbin, Deputy Assistant Secretary for Reserve Affairs, Department of Defense. The program, basically similar to a "Crime Watch," strongly emphasized that CAP members were to only report suspicious activity and not get involved in surveillance, tracking, chasing or apprehension. At year's end, the program was being implemented in other CAP wings.<sup>17</sup>

In late 1981, CAP and the Federal Emergency Management Agency (FEMA) entered into a Memorandum of Understanding which formalized the cooperation and support each organization would give the other. That led to General Patton briefing Mr. Louis O. Giuffrida, the Director of FEMA, about CAP capabilities and structure. CAP-USAF staff members later briefed the Deputy Director of FEMA, Mr. Lee Thomas, and then discussed in greater detail CAP communications capability. Those efforts led to CAP providing some airlift and communications support to FEMA and to the inclusion of HQ CAP-USAF and CAP personnel in civil defense conferences and planning sessions.<sup>18</sup>

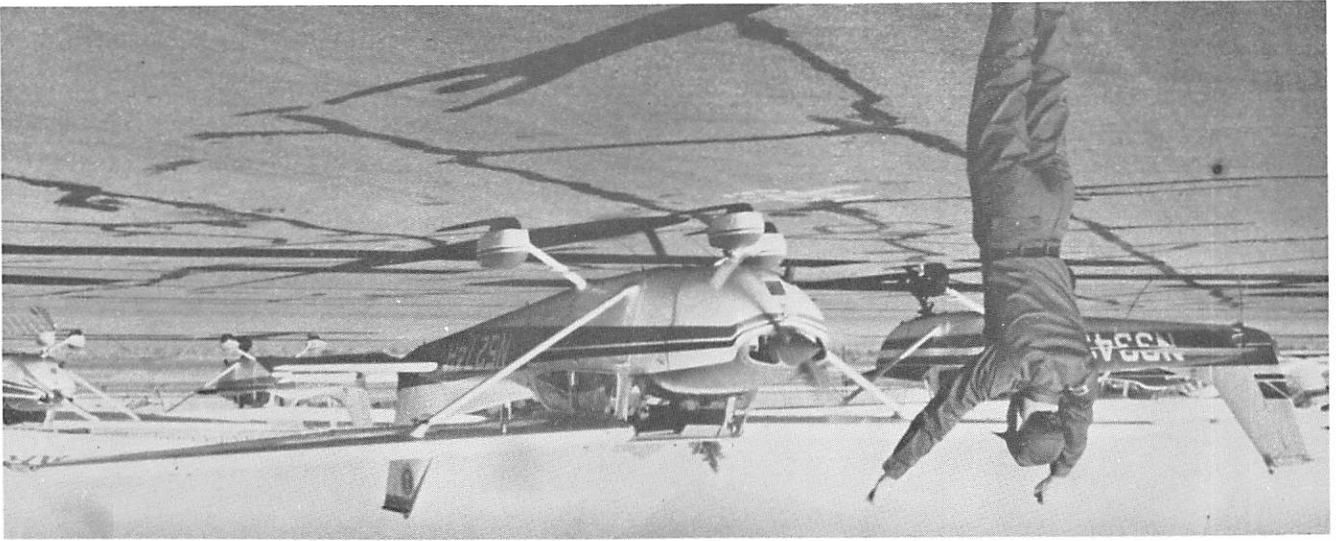
Most of the coordination and planning was completed for CAP to assist the FAA in gathering data in a survey of small public use airports. The project was put on hold due to FAA budget limitations, but CAP was prepared for the operations in the CAP Northeast region when funds were made available.<sup>19</sup>

A revised statement of cooperation was concluded between the American National Red Cross and Civil Air Patrol, which reaffirmed the relationship between CAP squadrons and Red Cross chapters in their mutual support of local disaster operations. The agreement signing ceremony in Washington DC between General Patton and American National Red Cross President George M. Elsey resulted in an invitation to General Patton to address the Red Cross annual convention in May 1983 and provide a live demonstration of the Airborne Video Transmission System (AVTS) used by the CAP Illinois Wing in disaster situations.<sup>20</sup>

In April 1982, CAP and the Boy Scouts of America (BSA) entered into a "Resolution of Mutual Assistance" to increase



**Signing Ceremony.** Mr. George M. Elsey, President of the American National Red Cross and Air Force Brig Gen David L. Patton, Executive Director of Civil Air Patrol signed a revised Statement of Cooperation which will continue the long history of mutual support between the two organizations. The national agreed support of disaster operations. Others present at the ceremony were (from left standing): Mr. Robert Vessey, ANRC Director of Disaster Services; Air Force Colonel Byron W. King, Director of Operations, National Headquarters CAP; Mrs. Miriam Kingston, ANRC Director of Disaster Services; Air Force Colonel Byron W. King, Director of Operations, National Headquarters CAP; Mrs. Miriam Kingston, ANRC Director of Disaster Services; Air Force Colonel Byron W. King, Director of Operations, National Headquarters CAP.



**Practice Mission.** Cadet Richard Hawkins marshals an Arizona CAP aircraft as it is prepared for a mission during a wing-wide search and rescue training exercise. The practice exercise provided Emergency Services training for 132 mission pilots, observers and ground crew members from 20 CAP units located throughout the state. (Photo by Jeff Walsh)

cooperation between the two organizations. The BSA knew of many young men and women with an interest in aviation, but did not have sufficient adult leaders to induct them into the BSA Aviation Exploring program. BSA recognized the CAP cadet program as a viable option to meet the needs of these unsponsored young men and women. The BSA has agreed to recruit them for CAP units willing to also charter as Aviation Explorer Posts. Both organizations gain members under this "dual chartering" program and the cadets/explorers have the advantage of belonging to both CAP and BSA.<sup>21</sup>

CAP entered into a three-way agreement with Aircraft Owners and Pilots Association (AOPA) and Republic Airlines to offer an affiliate CAP membership with reduced air fares on Republic's domestic routes to AOPA members. The program was initiated in October and had drawn 571 new members by 31 December. Publicity in AOPA's Pilot magazine and Newsletter also generated increased interest in regular CAP membership.<sup>22</sup>

CAP-USAF/EDF and AFJROTC began revision of the common textbook, Aerospace: The Challenge. At the request of AFJROTC printing was to be in two volumes with production of 40,000 copies of Volume 1 and 20,000 copies of Volume 2. A comprehensive instructor guide and student workbook were also planned. Total cost of the project was set at \$250,000 with AFJROTC paying approximately \$165,000 and CAP paying \$85,000. A savings of approximately \$61,000 was projected for AFJROTC in comparison to their cost for the first edition of the textbook. A 1 May 1983 delivery date was scheduled.<sup>23</sup>

A major new Civil Air Patrol effort in aerospace education implemented on 1 September 1982 was the Aerospace Education Program for Senior Members (AEPsM). The program was developed in response to the CAP National Commander's decision that there was a long unfulfilled need for CAP senior members to receive an education in aerospace. Program emphasis was on "leadership by example." The National Commander completed the program first and challenged his region and wing commanders to follow his lead. By the end of 1982, five of the eight region commanders and 36 of the 52 wing commanders had completed the program.<sup>24</sup>

The public image of CAP members was a matter of priority and continuing concern. The HQ CAP-USAF/CC stated that "both General Boyd and I have heard repeated criticism of CAP's public image which is generally attributed to the appearance of the CAP member in uniform. In fact, I have been told outright that CAP must improve its professional image before it can expect increased public support." Weight standards for CAP members in uniform were established for the first time in CAP history. General Patton expressed his appreciation to the NEC for their spirit of cooperation in implementing weight standards. He said, "I believe that individual members will come to accept the challenge and will encourage others to do so."<sup>25</sup>

Civil Air Patrol's 1982 membership growth goal was 5 percent. At the end of 1982, cadet membership totaled 24,645, for an increase of 7 percent and senior membership stood at 40,024, which represented a 6 percent increase. This growth was considered particularly significant considering current economic problems and the serious membership declines in recent years.<sup>26</sup>

At the close of 1982, the HQ CAP-USAF Commander was well pleased with the progress achieved during the year in all CAP-USAF and CAP mission and support areas and with the performance of CAP-USAF and CAP personnel. In his comments to the CAP National Executive Committee, General Patton said: "You've seen the quality and capacity of our newly assigned liaison officers and NCOs out in the field . . . that goes for this headquarters as well. We have some bright, smart, aggressive, and enthusiastic people. We are busy, viable, moving ahead in both our size and our programs, and I think we are doing a good job."<sup>27</sup>

## CHAPTER II

### TRAINING

The CAP-USAF Directorate of Training (TT) consisted of the Cadet Program Division and the Senior Training Division. The Chief of Cadet Special Activities position was dropped from the manning authorization on 1 October 1982. There were no significant budget changes.

### CADET PROGRAM

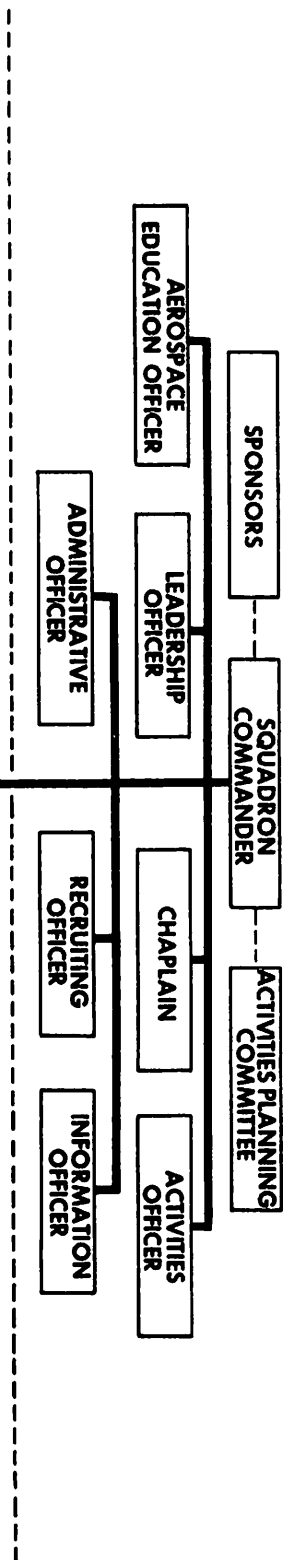
In the early months of operation of Civil Air Patrol following its establishment on 1 December 1941, the minimum age of enrollment had been 18 years. But the younger members were soon drafted into the armed forces before they could benefit from CAP training. After the initial organizational problems had been solved and the senior training program was operating, it seemed that without much extra effort the program could yield a valuable by-product by teaching young people of pre-draft age before they entered the active service. CAP leaders received OCD approval to create a cadet category of membership from ages 15 to 17 inclusive, and the program was established on 1 October 1942. Throughout the war years, the CAP Cadet Program provided training for many thousands of young people that helped ease the transition into Army life and enabled many to successfully complete flight training where failure may have resulted without the running start they achieved in CAP.<sup>28</sup>

During 1982, the Cadet Program Division (TTH) continued to develop, monitor, and certify the conduct of the Civil Air Patrol cadet program. The program was designed to develop and motivate young people to leadership and responsible citizenship through an interest in aviation. It was open to individuals who were 13 years of age, or had satisfactorily completed the sixth grade, through 18 years of age. Upon reaching age 18, cadets could choose to either become senior members or continue in the cadet program until their 21st birthday.<sup>29</sup>

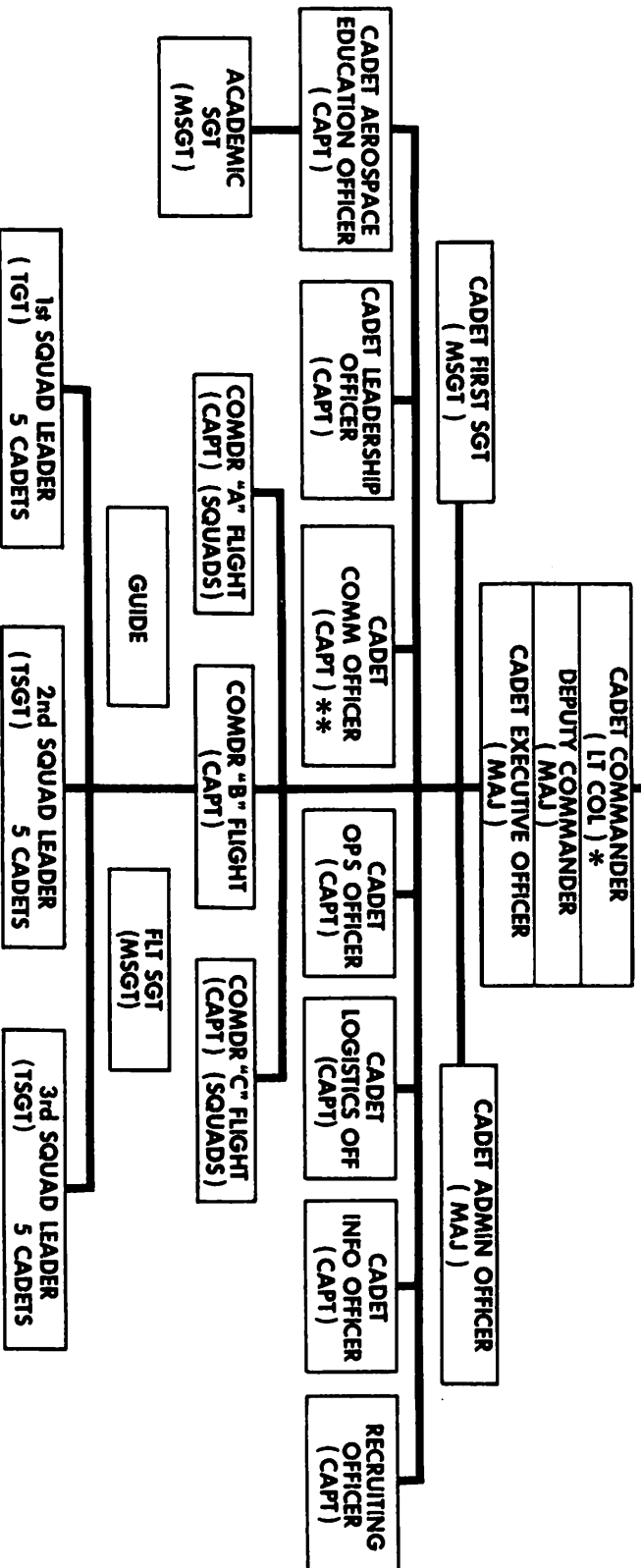
Individual cadets were provided opportunities to develop leadership skills in an aerospace oriented environment under the guidance of adult CAP leaders and with the advice and assistance of Air Force liaison personnel. Cadets were permitted to progress at their own pace through a structured program of aerospace education, leadership training, physical fitness and moral leadership. Upon completion of each

FIGURE 5

# ORGANIZATIONAL STRUCTURE OF MODEL CAP CADET SQUADRONS I - SENIOR MEMBERS



## II - CADETS



\* GRADES SHOWN IN PARENTHESES ARE THE SUGGESTED MAXIMUM FOR POSITION

\*\* CADET COMMUNICATIONS OFFICER IS AUTHORIZED ONLY IF THE SQUADRON HAS A RADIO TRANSMITTER / RECEIVER

**PARARESCUE ORIENTATION COURSE**  
**GEORGE WASHINGTON NATIONAL FOREST**



**CIVIL AIR PATROL CADET PROGRAM  
ACHIEVEMENT SPECIFICATIONS AND AWARDS**

**FIGURE 6**

RESPONSIBLE STAFF OFFICER		ACTIVITIES OFFICER		LEADERSHIP OFFICER		AEROSPACE EDUCATION OFFICER		BOON LEADERSHIP		REWARDS	
<p align="center"><b>Motivation Phase</b></p> <p align="center">An optional 30 day phase with no CAP program requirements. Designed to provide new cadets with an overview of CAP and its mission. (Note: CAP has been awarded a 1st level CAP award and continues into Phase 1)</p>											
<p><b>Phase I</b> The Beginning Phase</p> <p>1. General 1.1. Carry</p>		<p><b>Phase II</b> The Learning Phase</p> <p>2. General M. H. 2.1. Carry</p> <p>3. Captain (E-6) 3.1. Carry</p> <p>4. Captain (E-6) 4.1. Carry</p> <p>5. Captain (E-6) 5.1. Carry</p> <p>6. Captain (E-6) 6.1. Carry</p> <p>7. Captain (E-6) 7.1. Carry</p> <p>8. Captain (E-6) 8.1. Carry</p> <p>9. Captain (E-6) 9.1. Carry</p> <p>10. Captain (E-6) 10.1. Carry</p> <p>11. Captain (E-6) 11.1. Carry</p> <p>12. Captain (E-6) 12.1. Carry</p>		<p><b>Phase III</b> The Leadership Phase</p> <p>1. Captain (E-6) 1.1. Carry</p> <p>2. Captain (E-6) 2.1. Carry</p> <p>3. Captain (E-6) 3.1. Carry</p> <p>4. Captain (E-6) 4.1. Carry</p> <p>5. Captain (E-6) 5.1. Carry</p> <p>6. Captain (E-6) 6.1. Carry</p> <p>7. Captain (E-6) 7.1. Carry</p> <p>8. Captain (E-6) 8.1. Carry</p> <p>9. Captain (E-6) 9.1. Carry</p> <p>10. Captain (E-6) 10.1. Carry</p> <p>11. Captain (E-6) 11.1. Carry</p> <p>12. Captain (E-6) 12.1. Carry</p>		<p><b>Phase IV</b> The Executive Phase</p> <p>1. Captain (E-6) 1.1. Carry</p> <p>2. Captain (E-6) 2.1. Carry</p> <p>3. Captain (E-6) 3.1. Carry</p> <p>4. Captain (E-6) 4.1. Carry</p> <p>5. Captain (E-6) 5.1. Carry</p> <p>6. Captain (E-6) 6.1. Carry</p> <p>7. Captain (E-6) 7.1. Carry</p> <p>8. Captain (E-6) 8.1. Carry</p> <p>9. Captain (E-6) 9.1. Carry</p> <p>10. Captain (E-6) 10.1. Carry</p> <p>11. Captain (E-6) 11.1. Carry</p> <p>12. Captain (E-6) 12.1. Carry</p>					
<p><b>SPATZ AWARD (based on passing of Spatz Test) - Cadet Col Certificate - Spatz Ribbon</b></p> <p>1. Cadet Col Certificate 1.1. Carry</p> <p>2. Cadet Col Certificate 2.1. Carry</p> <p>3. Cadet Col Certificate 3.1. Carry</p> <p>4. Cadet Col Certificate 4.1. Carry</p> <p>5. Cadet Col Certificate 5.1. Carry</p> <p>6. Cadet Col Certificate 6.1. Carry</p> <p>7. Cadet Col Certificate 7.1. Carry</p> <p>8. Cadet Col Certificate 8.1. Carry</p> <p>9. Cadet Col Certificate 9.1. Carry</p> <p>10. Cadet Col Certificate 10.1. Carry</p> <p>11. Cadet Col Certificate 11.1. Carry</p> <p>12. Cadet Col Certificate 12.1. Carry</p>		<p><b>AMELIA EARHART AWARD</b></p> <p>1. Amelia Earhart Award 1.1. Carry</p> <p>2. Amelia Earhart Award 2.1. Carry</p> <p>3. Amelia Earhart Award 3.1. Carry</p> <p>4. Amelia Earhart Award 4.1. Carry</p> <p>5. Amelia Earhart Award 5.1. Carry</p> <p>6. Amelia Earhart Award 6.1. Carry</p> <p>7. Amelia Earhart Award 7.1. Carry</p> <p>8. Amelia Earhart Award 8.1. Carry</p> <p>9. Amelia Earhart Award 9.1. Carry</p> <p>10. Amelia Earhart Award 10.1. Carry</p> <p>11. Amelia Earhart Award 11.1. Carry</p> <p>12. Amelia Earhart Award 12.1. Carry</p>		<p><b>MITCHELL AWARD - Eligible for scholarships</b></p> <p>1. Mitchell Award 1.1. Carry</p> <p>2. Mitchell Award 2.1. Carry</p> <p>3. Mitchell Award 3.1. Carry</p> <p>4. Mitchell Award 4.1. Carry</p> <p>5. Mitchell Award 5.1. Carry</p> <p>6. Mitchell Award 6.1. Carry</p> <p>7. Mitchell Award 7.1. Carry</p> <p>8. Mitchell Award 8.1. Carry</p> <p>9. Mitchell Award 9.1. Carry</p> <p>10. Mitchell Award 10.1. Carry</p> <p>11. Mitchell Award 11.1. Carry</p> <p>12. Mitchell Award 12.1. Carry</p>		<p><b>SPATZ AWARD (based on passing of Spatz Test) - Cadet Col Certificate - Spatz Ribbon</b></p> <p>1. Cadet Col Certificate 1.1. Carry</p> <p>2. Cadet Col Certificate 2.1. Carry</p> <p>3. Cadet Col Certificate 3.1. Carry</p> <p>4. Cadet Col Certificate 4.1. Carry</p> <p>5. Cadet Col Certificate 5.1. Carry</p> <p>6. Cadet Col Certificate 6.1. Carry</p> <p>7. Cadet Col Certificate 7.1. Carry</p> <p>8. Cadet Col Certificate 8.1. Carry</p> <p>9. Cadet Col Certificate 9.1. Carry</p> <p>10. Cadet Col Certificate 10.1. Carry</p> <p>11. Cadet Col Certificate 11.1. Carry</p> <p>12. Cadet Col Certificate 12.1. Carry</p>					

Provisional award is issued in the Squadron Commander's discretion based on the cadet's completion of all activities and awards.



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achievement in the structured program, cadets earned increased cadet rank, decorations, awards, eligibility for national special activities and an opportunity to compete for scholarships. The various phases of the structured program which allowed both individual and group involvement were interspersed with orientation flights, encampments and a variety of special activities and incentives designed to reward achievement and motivate continued progression in the program.<sup>30</sup>

## CADET SPECIAL ACTIVITIES

Civil Air Patrol conducted six types of national cadet special activities at eleven locations for 556 cadets during 1982. The following are summaries of those events.

The International Air Cadet Exchange (IACE) program was first conducted in 1947 between the Air Cadet League of Canada and the Air Training Corps of Great Britain. Civil Air Patrol entered the program in 1948 with the assistance of the US Air Force and has participated annually since. The program has grown and involved as many as 41 countries over the years. From its origin the purpose of the IACE has been to promote international understanding, goodwill and friendship among young people having a common interest in aviation. During the 19 day exchange, participating organizations in each country sponsored and provided visiting cadets with sight-seeing trips, tours of aerospace industries and museums, visits to airports and Air Force installations, orientation and training flights in gliders and powered aircraft and visits in host families' homes. The 1982 program conducted during the period 18 July through 5 August involved 106 CAP cadets and 21 senior member escorts in an exchange with a like number from 12 other nations. The number of participants was reduced from previous years due to several program considerations. Lieutenant Colonel Arthur W. Ahl, Chief of Cadet Programs, was the project officer and Technical Sergeant Joseph C. Madison was assistant project officer.<sup>31</sup>

The 10 day National Cadet Officer School held at Gunter AFS, Alabama, during the last part of July and the first part of August, was attended by 93 cadets from numerous CAP wings, including Hawaii, Alaska, and Puerto Rico. The course consisted of seminar instruction, lectures, leadership lab and sports. The highlight of the activity was the Project X course which stressed physical agility and the development of leadership. Mr. D. H. Laing of TT was the project officer and Lieutenant Colonel Phil Simmons, USAF Reserve, was the activity director. They were assisted by 13 Reserve officers and 2 Reserve noncommissioned officers. Cadet Robert Hazey served as Commandant of Cadets.<sup>32</sup>

The Air Force Academy hosted the Air Force Academy Survival Course from 20-26 June for 63 CAP cadets who were provided training in mountain and water survival techniques. Captain Joel Carlson of the Air Force Academy served as project officer. Major Thomas O'Melia, USAF Reserve, served as activity director and was assisted by tactical officers Major Richard Geopforth, USAF Reserve, and Captain Terry Conners, USAF Reserve.<sup>33</sup>

The Air Training Command hosted the ATC Familiarization Course at four ATC Undergraduate Pilot and Navigator Training bases to acquaint CAP cadets with the specific activities of ATC as well as to stimulate an interest in the USAF as a career. The course was conducted from 11-17 July for 60 CAP cadets from throughout the nation. Captain Stephen Gray, USAF, was project officer and Lieutenant Colonel Henry M. Stumpf Jr, USAF Reserve, served as activity director for the course at Mather AFB, California. The course at Laughlin AFB, Texas, was conducted by Captain John Sterrett, USAF, as project officer, and Major Bruce J. Burkhard, USAF Reserve, as activity director. Captain Marty Parrish, USAF, was project officer and Major Guillermo Lopes, USAF Reserve, was activity director for the program at Columbus AFB, Mississippi. Major Robert A. Peck, USAF, was project officer, and Lieutenant Colonel James E. Paul, USAF Reserve, as activity director at Williams AFB, Arizona.<sup>34</sup>

The Pararescue Orientation Course was designed to acquaint selected CAP cadets with the various facets of Air Force pararescue operations. Due to a special interest in the area of pararescue by CAP cadets, three courses were held in different locations in the United States. They were: Kirtland AFB, New Mexico, from 4-10 July for 29 cadets and Lieutenant Colonel William R. Bacon, USAFR, was activity director. Ft Knox, Kentucky, was the site of the second course held from 8-14 August for 30 cadets. Major Francis J. Wyborski, USAFR, was the activity director. The third course was held at George Washington National Forest, Virginia, from 15-21 August for 45 cadets, and Major Willard Inscoe, USAFR, was the activity director. All course instruction was provided by pararescue personnel from Kirtland AFB, New Mexico.<sup>35</sup>

The New York Wing team representing the CAP Northeast Region was the Sweepstakes winner in the annual National Cadet Competition held at Maxwell AFB, Alabama, on 27-30 December. A sixteen-member team from each of the eight CAP regions participated in the competition and was tested in physical fitness, aerospace knowledge and precision drill. The "USAF Chief of Staff Trophy" was presented to the winning team by Air University Commander, Lieutenant General Charles G. Cleveland, and the CAP-USAF Commander, Brigadier General David L. Patton. Six officers assisted the project officer, Lieutenant Colonel Arthur W. Ahl, Chief of Cadet Programs; four volunteers from the USAF Senior Noncommissioned Officer Academy acted as judges for drill; and six volunteers from the Squadron Officer School



**Barracks Inspection.** Cadet Ron Broden (left) assists Lt Col William Rectenwald during a barracks inspection at the Illinois Wing cadet encampment held at Volk Field, Wisconsin. The encampment was attended by 240 cadets supported by 28 CAP senior members and four Air Force Reservists. More than 200 orientation flights were flown using three Cessna aircraft and 50 selected cadets were permitted to witness airborne refueling while aboard a KC-135 from the 126th Air Refueling wing of the Illinois Air National Guard.



**Carolina Cadets.** Four former CAP cadets from North Carolina's Raleigh-Wake County Cadet Squadron were attending the Air Force Academy during the same time period. They are, from left: Andrew E. Sizemore, John E. Ogle, Blanche B. Godwin and Walter H. Leach. Leach graduated in June and went on to helicopter training at Fort Rucker, Alabama. Goodwin and Sizemore are in the Class of 1983 and Ogle is in the Class of 1985.

officiated during the volleyball competition. Winners and awards were:<sup>36</sup>

<u>Activity</u>	<u>Winner</u>
<u>Drill Competition</u>	
Inspection Winner	PACR (CA)
Standard Drill	PACR (CA)
Innovative Drill	NER (NY)
Drill Competition Runner-Up	NER (NY)
Drill Competition Winner	PACR (CA)
<u>Physical Fitness</u>	
Volleyball (1st Place)	SER (AL)
Mile Run (1st Place)	NER (NY)
Physical Fitness Runner-Up	NER (NY)
Physical Fitness Winner	SER (AL)
<u>Cadet Bowl</u>	
Panel Quiz (1st Place)	PACR (CA)
Written Exam (1st Place)	SER (AL)
Cadet Bowl Runner-Up	PACR (CA)
Cadet Bowl Winner	SER (AL)
<u>Special Awards</u>	
Outstanding Cadet Award	NER (NY)
Special Team Award	NER (NY)
<u>Overall Awards</u>	
Sweepstakes Runner-Up	PACR (CA)
Sweepstakes Winner	NER (NY)

## AWARDS

Daniel J. Marszalek, Illinois Wing, was selected as the Cadet of the Year, an annual award established to recognize the most outstanding cadet in Civil Air Patrol. Leadership and participation in the CAP cadet program were the primary factors involved in the selection process; however, academic excellence and community involvement were also considered.<sup>37</sup>

The Billy Mitchell Award went to 1,252 CAP cadets which qualified them to enlist in the Air Force in pay grade E-3 (airman first class). The Amelia Earhart Award was earned by 474 cadets and another 40 were awarded the General Carl A. Spaatz Award, which signified the highest level of achievement in the structured cadet program.<sup>38</sup>

The Cherokee Composite Squadron of the Illinois Wing was selected as the Civil Air Patrol Squadron of Distinction. The award was based on a composite of the unit's accomplishments within Civil Air Patrol from 1 July 1981 through 30 June 1982 as well as favorable recognition by its wing and region commanders. An annual award established by the family of the late Brigadier General F. Ward Reilly, CAP, former Chairman of the National Board, in his honor, recognized the individual leadership of the squadron commander of the CAP Squadron of Distinction. The 1982 award was truly unique. It was shared by the two squadron commanders who had served during the year: Lieutenant Carol A. Marszalek, the current commander; and Lieutenant Colonel Dolly Biela, the former commander. Squadrons of Merit were: Hillcomber Composite Squadron, Davenport Composite Squadron, Colonel V. I. Grissom Cadet Squadron, and Libertyville-Mundelein Composite Squadron.<sup>39</sup>

### CADET ENCAMPMENTS

CAP cadet encampments were conducted either at USAF or Department of Defense (DOD) installations as arranged by Headquarters personnel or at community, state and national facilities as arranged by personnel at the local level. Attendance at an encampment was one of the prerequisites for a cadet to earn the General Billy Mitchell Award. During 1982, 6,833 CAP cadets attended encampments, along with 1,353 CAP senior members who provided adult supervision. Encampments were conducted at 32 active Air Force bases, 25 other DOD installations, 34 additional non-DOD facilities and numerous other locations.<sup>40</sup>

### FLIGHT TRAINING

Civil Air Patrol allocated \$28,000 in its Fiscal Year 1982 budget to provide locally-conducted solo flight training and orientation flights for its cadets. The funds provided 53 solo flight scholarships to eligible cadets in the 52 wings and an overseas unit. The award covered expenses of ground school and flight training leading to solo qualification.

Upon joining CAP, cadets become eligible to qualify for a series of six 30-minute orientation flights. Although the program was conducted and funded at wing and unit level, the CAP national treasury provided partial reimbursement for the first flight. During 1982, the 52 wings were partially reimbursed for the expense of providing 2,673 cadets with their first flight experience through locally-conducted orientation flights.<sup>41</sup>

## ACADEMIC SCHOLARSHIPS

The CAP National Scholarship Selection Committee met on 7 May and selected 48 CAP members to receive academic scholarships totaling \$30,000. The awards were for study in aerospace related fields at schools chosen by recipients. As a continuing program, scholarships are given annually in the fields of engineering, education, science and the humanities as well as technical and vocational training. In addition to the above, the General David C. Jones Scholarship in the amount of \$1,000 was awarded to Daniel J. Marszalek, the Cadet of the Year.

The National Order of Daedalians, a multi-service fraternal organization of military pilots, for the sixth year, sponsored two \$1,000 powered flight scholarships for CAP cadets. The scholarships went to Cadets H. Rohn Stillings, Michigan Wing, and Bryan M. Boyes, California Wing. Daedalian flights throughout the country support CAP by donating flight scholarships to CAP cadets in the local units.<sup>42</sup>

## SPECIAL PROJECTS

In April 1982, the National Executive Committee of Civil Air Patrol and the Aviation Exploring Division (AED) of the Boy Scouts of America (BSA) agreed to a Resolution of Mutual Association. Frank Lewis, AED of BSA, and Lieutenant Colonel Arthur Ahl, Chief of Cadet Program, CAP-USAF, continued as project officers and implementers of the program. By year's end, 30 units and 400 cadets had dual chartered.<sup>43</sup>

## SENIOR MEMBER TRAINING

In its 1946 Act to incorporate Civil Air Patrol, Congress declared that an objective of the corporation would be "to provide aviation education and training, especially to its senior and cadet members."\* Civil Air Patrol continued to attract a diverse group of senior members with varied education and skill levels that made a strong and standardized training program a basic necessity to mission readiness and performance. Members were trained to work with cadet and senior members, and in specialties required for the emergency services mission. They were also trained to accomplish the day-to-day jobs in areas such as personnel, administration, logistics and finance. Because of the volunteer nature of the organization, senior

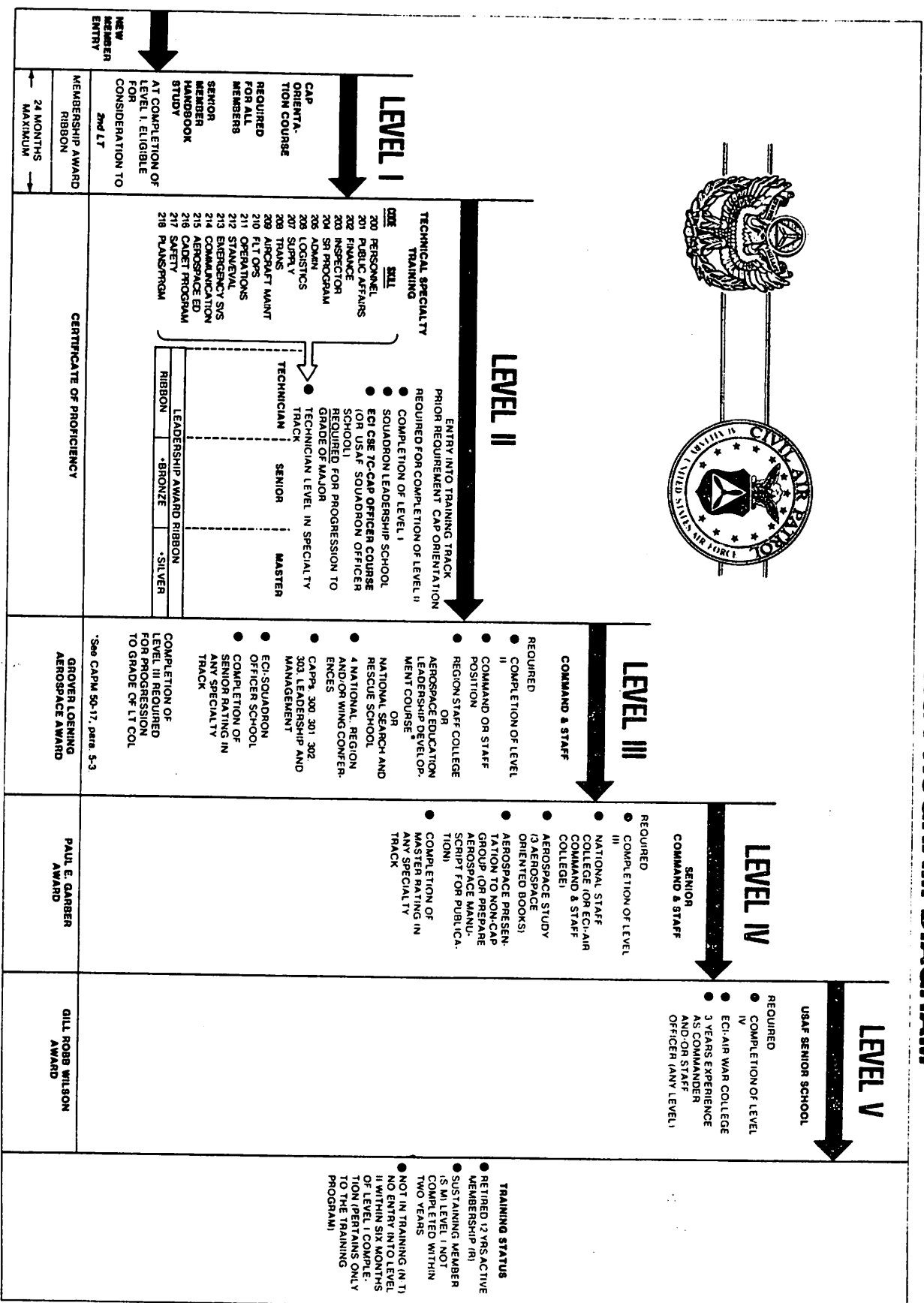
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\*Public Law 476, 79th Congress, 1 July 1946.

The annual Cadet Officers School conducted at Gunter AFS, Alabama was attended by 93 specially selected cadets from 30 CAP wings. The ten-day course provided the cadet students an opportunity for the development and application of basic leadership and management skills. Air Force Reserve officers led daily seminars on previously heard lecture topics to provide more individual attention and discussion opportunities to cadets. In addition to their daily academic and athletic activities, the cadets received a challenging workout at the Air Force Squadron Officers School "Project X" at Maxwell. Obstacle course-like tasks provided cadets with valuable lessons in problem solving, leadership and teamwork. (Photo by Rand McNatt)



FIGURE 7 - SENIOR MEMBER TRAINING PROGRAM DIAGRAM



member training was a continuing process. The Senior Training Division identified training needs and developed programs which enable senior members to more effectively accomplish the missions of Civil Air Patrol. The division staff worked with CAP members in the field at all levels to develop curriculum for the courses to be conducted by CAP personnel. The CAP Senior Training Program was organized into five levels.<sup>44</sup>

## ORIENTATION TRAINING

The Level I CAP Orientation Course continued to be used for the training of new senior members. Seventy-one percent of active senior members had completed the Level I course by 31 December 1982. Each wing commander was responsible for offering a Level I CAP Orientation Course at least quarterly for new members. The Senior Member Handbook, a collection of study materials, was restructured to be more responsive to the needs of the newly-joined CAP senior member. The handbook was composed of: (a) a letter signed by the Director of Training introducing the new senior member to the Senior Member Training Program; (b) CAP Manual 39-1, Civil Air Patrol Uniform Manual; (c) CAP Manual 50-1, Introduction to Civil Air Patrol; (d) CAP Pamphlet 151, Customs and Courtesies; (e) CAP Manual 50-17, Civil Air Patrol Senior Member Training Division; (f) CAP Visual Aid 175, Senior Member Training Program Diagram; (g) Constitution and Bylaws of the Civil Air Patrol; and (h) Organization of Civil Air Patrol.<sup>45</sup>

## TECHNICAL SPECIALTY TRAINING

CAP Squadron Leadership Schools (SLSs) were conducted throughout the nation to augment training in Level II specialties. During the reporting period, 93 SLSs were conducted and graduated a reported 3,067 students for an average 33 students per each of these two-day schools. SLS materials were revised and expanded in response to course critiques and other feedback received from the field. During 1982, 487 senior members were awarded a senior member Certificate of Proficiency Award for successful completion of Level II training requirements, a 39 percent increase over 1981.

The USAF Extension Course Institute (ECI) at Gunter AFS, Alabama, continued to provide the CAP Officer Course to augment Level II training. At the end of the reporting period, 5,055 students were enrolled in ECI pertaining to subjects in the Senior Member Training Program. Also, ECI continued to assist in preparing texts for CAP Level II Specialty Track and Emergency Services courses. The CAP Public Affairs Officer Course (Course Number 02010) was activated in April. At the end of the reporting period, ECI was working on a course for the CAP Cadet Program Officer specialty.<sup>46</sup>



**Command Visit.** Civil Air Patrol cadets attending a Blue Beret encampment at Oshkosh, Wisconsin were greeted by Air Force Brig Gen David L. Patton (left), CAP Executive Director and Commander of HQ CAP-USAF, and Col William B. Cass, CAP National Vice Commander. More than 140 cadets participated in the activity which was conducted simultaneously with the Experimental Aircraft Association's annual airshow at Oshkosh.



**CAP in Japan.** The Yokota Cadet Squadron was the focus of attention for the citizens of the military community at Yokota AB, Japan during its first week-long encampment on the base. The cadets visited the Military Airlift Command's command post and flew by helicopter from Yokota to the satellite tracking facility at Camp Zama U.S. Army Base.

**Solo Flight.** Cadet Sue Plank assists Cadet Joe Wills in preparation for his solo glider flight. Fifty-eight cadets earned their solo wings during the 17th annual Illinois Wing Cadet Flight Encampment. (Photo by Betty Henderson)



**Field Kitchen.** Wing Commander George Bochenek, (center) welcomed 80 New Jersey Wing cadets on opening day of an encampment at Millville Airport. The seven-day program was conducted in an outdoor environment with the cadets living in tents and preparing meals in a U.S. Army field kitchen.



## COMMAND AND STAFF

Training at Level III was designed for senior members serving as commanders and staff below region level who had attended a SLS and planned to progress in grade and experience as active members of CAP. Central to Level III training was the Region Staff College (RSC). The one-week course provided training in the communicative, leadership, and management skills to wing, group, and squadron level command and staff officers. RSCs graduated 391 students during the year.

Successful completion of Air University's ECI Squadron Officer School course and study of four CAP pamphlets summarizing basic leadership/management theory and practice were also required for completion of Level III training. The Grover Loening Aerospace Award which signified completion of all Level III requirements was awarded to 106 senior members, which was a 34 percent increase over 1981.<sup>47</sup>

## SENIOR COMMAND AND STAFF

Level IV training was designed for members desiring to attain high-level leadership positions in CAP. Ideally, every wing and region commander and members being developed to replace them should complete Level IV training. The primary requirement for completion of Level IV was attendance at the ten-day CAP National Staff College (NSC) conducted annually at Gunter AFS, Alabama, and Maxwell AFB, Alabama. The course provided advanced leadership/management training for wing and region command and staff personnel who had completed a RSC. The facilities and faculties of the USAF Air University's Professional Military Education (PME) schools provided outstanding support for the 15th annual CAP NSC conducted, 28 July-6 August 1982. Fifty-four students were graduated from the course, which for the fifth year was accredited by Troy State University for five graduate credits, five undergraduate credits, and five continuing education units. Fourteen students enrolled with Troy State University for academic credit. Members unable to attend the NSC were permitted to substitute completion of the ECI Air Command and Staff College (ACSC). The Paul E. Garber Award was presented to 87 CAP senior members in recognition of completion of all requirements of Level IV training during 1982, which was an 18 percent increase over 1981. In December 1982, the CAP Corporation, under the direction of Brigadier General Howard Brookfield, National Commander, CAP, assumed the major responsible role for planning, coordinating and execution of the National Staff College. CAP Colonel J. A. Vozzo was appointed by General Brookfield as Director, 1983 National Staff College.<sup>49</sup>

## CHAPTER III

### OPERATIONS

The Directorate of Operations (DO) continued to consist of the Emergency Services, Current Operations and Communications Divisions.

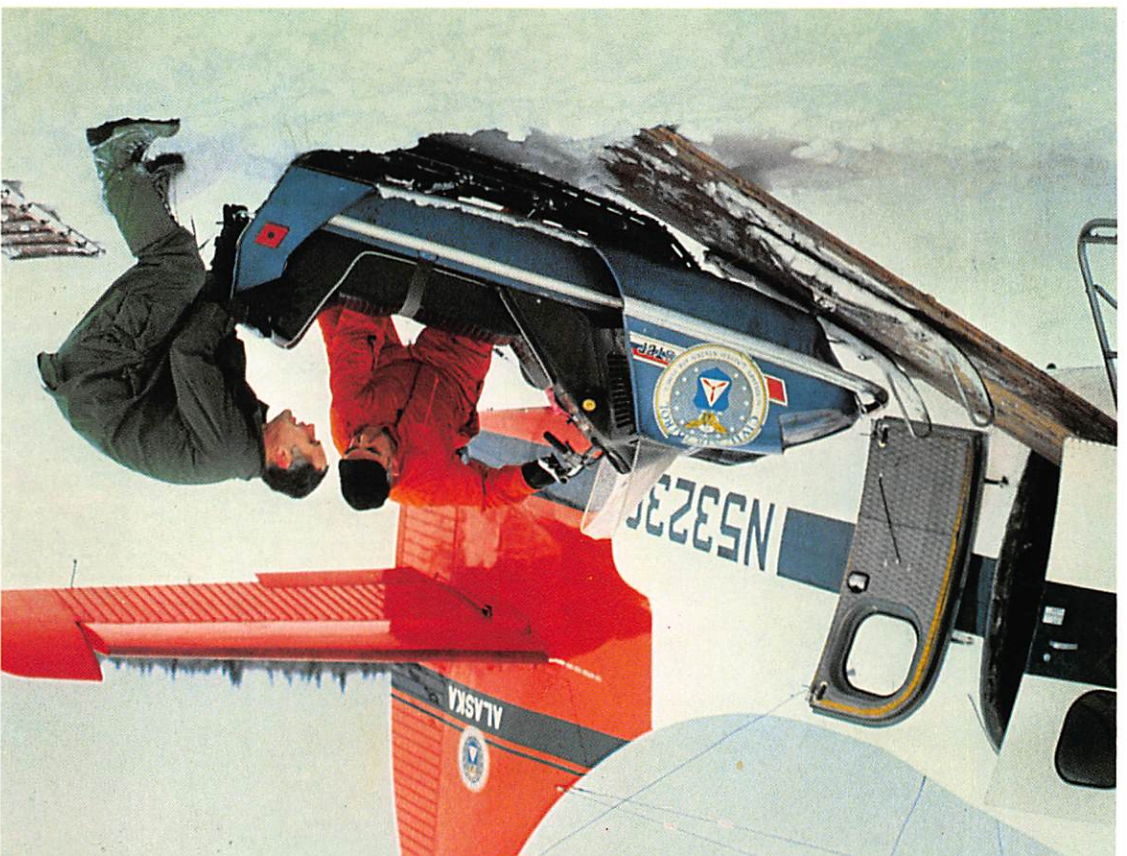
#### EMERGENCY SERVICES

The CAP-USAF Emergency Services Division (DOS) continued to monitor and support the CAP emergency services mission in coordination with the USAF-CAP field liaison structure. The overall objective of the CAP emergency services mission was to save lives and relieve human suffering while safeguarding the lives of CAP personnel providing the service. This was accomplished through emphasis on professionalism in organization, training, planning and mission execution. Care was also exercised to insure that only qualified members were permitted to participate in actual missions. CAP emergency services included search and rescue in support of the Aerospace Rescue and Recovery Service and civil defense and disaster relief operations in support of local, state and national emergency services organization. CAP cooperated with local civil officials and rescue organization in search and rescue operations and had mutual support relationships with the American National Red Cross, Salvation Army, Federal Emergency Management Agency, and other humanitarian organizations in conducting disaster relief operations.<sup>50</sup>

#### SEARCH AND RESCUE

The US Air Force was assigned responsibility by the National Search and Rescue Plan for coordinating search and rescue operations in the inland region of the United States. It discharged this responsibility through the Military Airlift Command's Aerospace Rescue and Recovery Service (ARRS). Operating under ARRS, the Air Force Rescue Coordination Center (AFRCC) coordinated rescue missions upon request. In its role as a civilian auxiliary of the Air Force, Civil Air Patrol was the primary resource available to fulfill this responsibility.<sup>51</sup>

During 1982, Civil Air Patrol participated in 1,194 Air Force authorized search and rescue missions, flew 16,960 hours, and was credited with locating 782 search objectives (finds)



Alaska CAP ground search team personnel load a snowmobile on a DH-3 (Otter) aircraft during a winter search mission. With the highest per-capita ownership and use of aircraft in the nation and the harsh environment and difficult terrain, search and rescue efforts are everyday occurrences in the remote Alaska interior.



A Pararescue Orientation Course held in the George Washington National Forest in the mountains of northern Virginia was attended by 45 CAP cadets from the Northeast and Middle East CAP Regions. The eight-day course provided a mixture of instruction and application of learning on map reading, compass reading, knot tying, and preparation of survival foods. During the five-day wilderness phase the cadets slept in shelters made from salvaged parachutes. Each day they hiked from Wolf Gap on the Virginia-West Virginia border to a limestone escarpment called Big Schloss. The day was then spent on the mountain rappelling or rock climbing under the supervision of three professional Air Force instructors from the 155th Aircrew Training and Test Wing at Kirtland AFB, New Mexico.

and saving 87 lives (saves). The number of finds continued to increase, up from 103 in 1971 to 782 in 1982. This dramatic increase was, in part, due to non-distress emergency locator transmitter (ELT) missions, because the accidental activation of an ELT must be treated as an actual emergency. CAP continued to fly 75 percent of search hours on missions coordinated by the AFRCC. See Table 1 for a summary of CAP search and rescue participation during 1982.<sup>52</sup>

### STATE AND REGIONAL DISASTER AIRLIFT (SARDA) PLAN

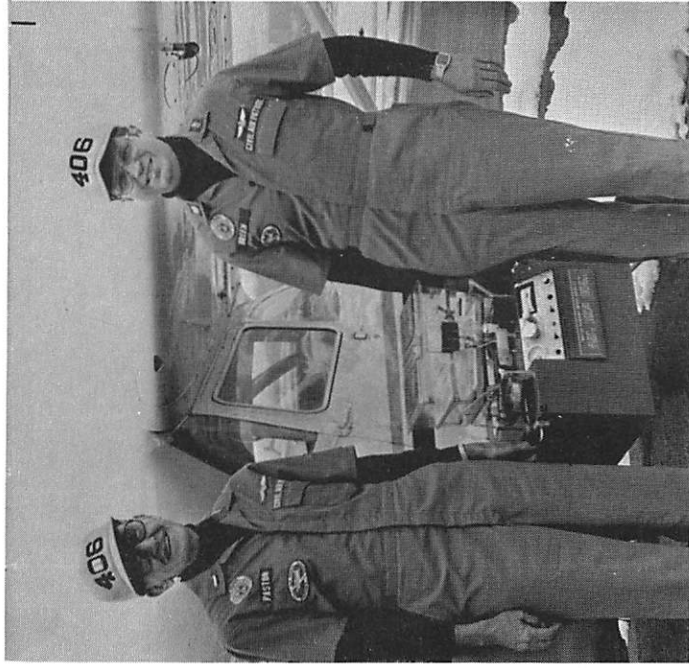
During the fall of 1982 the FAA and FEMA requested HQ CAP-USAF and CAP assistance in revitalizing state SARDA plans for the effective use of the nation's 209,000 non-air carrier airlift and 603,000 private and commercial pilots to support both civil and military requests during a national emergency. This assistance was progressing with the following accomplished by the close of 1982: (a) Prototype state SARDA plans were developed in Texas and Louisiana. (b) the Louisiana SARDA plan was tested during August. Participants were the Texas and Louisiana CAP Wings, FAA, FEMA, US Readiness Command (USREDCOM), US Forces Command (USFORCOM), North American Defense Command (NORAD), National Emergency Airborne Command Post (NEACP), and the Air Force Emergency Operations Center (AFEOC). (c) A CAP-USAF representative and FEMA military liaison officer visited NORAD Headquarters to coordinate and arrange for CAP Southwest Region participation in Global Shield 83. The exercise will evaluate SARDA support of civil/military requirements. (d) HQ CAP-USAF participated in FEMA/USREDCOM civil/military conference in October which was conducted to promote common understanding of all state, regional and national level plans that pertain to military support of civil authorities.<sup>53</sup>

### US CONTINENTAL AIR RECONNAISSANCE FOR DAMAGE ASSESSMENT (CARDAR) PLAN

In conjunction with SARDA planning, HQ CAP-USAF worked with the AFEOC in rewriting the CARDAR plan and participated in a joint service workshop on CARDAR where it was recommended that CAP plan a more extensive role in conducting damage assessment for use by FEMA, USREDCOM and National Command Authority. CAP-USAF encouraged FEMA emphasis on aerial radiological monitoring and aerial damage assessment training for CAP members within the state Civil Defense educational training system. CAP wings and state Emergency Management agencies were asked to develop an aerial videotape transmission system (AVTS) and the Enviro-pod camera capability for damage assessment. The Illinois CAP wing perfected the AVTS while the Enviro-pod camera was a joint USAF/EPA development which was field tested by wings in the CAP Middle East Region.<sup>54</sup>

	Missions	Sorties	Hours	Finds	Saves
Alabama	14	67	149	8	0
Alaska	83	459	1039	49	16
Arizona	29	513	1644	14	0
Arkansas	22	73	129	14	0
California	141	1535	2881	94	6
Colorado	57	168	363	31	15
Connecticut	14	20	41	12	0
Delaware	2	5	5	1	0
Florida	76	298	526	87	3
Georgia	27	122	231	21	0
Hawaii	18	64	134	2	1
Idaho	15	73	142	3	4
Illinois	20	40	67	15	0
Indiana	18	17	30	13	0
Iowa	11	28	40	5	0
Kansas	13	24	45	8	0
Kentucky	10	24	48	3	0
Louisiana	36	53	97	45	0
Maine	10	13	22	5	0
Maryland	12	28	43	5	0
Massachusetts	13	55	94	9	0
Michigan	24	35	67	14	0
Minnesota	19	63	173	16	2
Mississippi	15	45	97	9	0
Missouri	18	21	34	8	0
Montana	4	25	75	1	2
National Capital	3	25	62	0	0
Nebraska	11	57	116	7	0
Nevada	25	266	555	7	0
New Hampshire	7	19	37	5	0
New Jersey	20	83	136	12	0
New Mexico	55	685	1189	14	7
New York	19	85	121	10	0
North Carolina	34	92	190	15	1
North Dakota	8	14	31	4	0
Ohio	19	14	35	10	0
Oklahoma	28	96	163	28	0
Oregon	35	400	704	16	3
Pennsylvania	37	292	577	17	12
Puerto Rico	10	27	82	1	0
Rhode Island	5	5	5	1	0
South Carolina	12	65	134	5	2
South Dakota	19	61	147	3	10
Tennessee	22	28	51	11	1
Texas	71	567	1299	55	3
Utah	22	412	844	9	1
Vermont	1	1	1	0	0
Virginia	19	476	1039	9	0
Washington	52	676	962	33	0
West Virginia	10	32	56	4	0
Wisconsin	18	36	49	16	1
Wyoming	13	81	159	3	1
National Totals	1,194	8,463	16,960	782	87

Table 1: Search and Rescue Participation  
1 January - 31 December 1982



**Tissue Transport.** Steve Pastor, (left), and Dr. Philip Breen of CAP's Pennsylvania Wing prepare to load a dialysis machine containing human organs to be airlifted from Danville to Philadelphia, Pennsylvania for transplant. Breen was subsequently assigned as chairman of the CAP National Medical Committee.

**Virginia Agreement.** Virginia Governor Charles S. Robb signed a joint disaster relief agreement between the Commonwealth of Virginia and Virginia's Civil Air Patrol Wing in a ceremony in the Governor's office. Other participants in the ceremony were (from left): Andrew Foberty, Secretary of Transportation; Kim Anderson, Coordinator for the Virginia Office of Emergency Services; Col Floyd B. Callihan, Commander of Virginia's CAP Wing; and Lt Col Moorehead Foard, Director of Operations for the CAP Virginia Wing. (Photo by Peter Shookner)



**Top Team.** Members of Iowa's ground search and rescue team (left to right foreground) Barbara L. Price, Steven Gyles and Monty Baker prepare for search to locate a simulated crash site. The Iowa team was winner of the Top Ground Team category in the North Central Region Search and Rescue Competition. (Photo by Rand McNatt)



## SARSAT PROJECT

CAP agreed to help the Air Force test the Search and Rescue Satellite-Aided Tracking (SARSAT) system by activating test beacons at selected sites throughout the United States. The use of ELTs for aircraft and ships created a need for a consistent, timely monitoring system for ELT signals. In a cooperative effort between the US, Canada, France and USSR, satellites were chosen as the best approach to monitor distress signals. A mission control center will use the data to alert the appropriate rescue coordination center. CAP planned to aid the SARSAT test in two ways. First was to be installation of a new generation ELT in the Florida, Colorado, Washington and Alaska Wings and one in the Arizona Wing. The new generation ELT was expected to decrease or eliminate false activations experienced in the past. Also, at various locations CAP was scheduled to activate a field unit of the new ELT to measure the system coverage, accuracy and reliability. Using the Russian satellite already in orbit, the system was used to locate and save three people who crashed in the mountains of western Canada.<sup>55</sup>

## ORGAN TRANSPORT PROGRAM

Dr. Philip Breen, Chairman of the CAP National Medical Committee, and Chief Medical Officer for the CAP Pennsylvania Wing pioneered a live organ transport program. The program provided for CAP air transport of living organs to specific patients for transplant when other means of transport were not timely. The program was credited with saving 12 lives in Pennsylvania in 1982. Dr. Breen also coordinated the program on a national level and encouraged other CAP wings to join in this humanitarian effort.<sup>56</sup>

## DISASTER RELIEF

Civil Air Patrol continued to provide disaster relief support to civil authorities at local, state and national levels. Under Department of Defense Directive 3025.1, military resources were authorized for use to supplement assistance to state and local governments to alleviate the suffering and damage that result from peace-time civil emergencies. The Department of the Army was designated as the executive agent for all military support to civil authorities while the Air Force Reserve (AFRES) was assigned overall responsibility for Air Force disaster planning and for coordinating and directing Air Force response to civil disaster requirements. As the civilian auxiliary of the Air Force under Public Law 557, CAP was available upon request

to perform Air Force noncombatant missions which included assistance to civil authorities during peace-time disasters. CAP participation was authorized by one of three AFRES Numbered Air Forces when requested by the Army, as executive agent, or when the situation was deemed as "imminently serious," directly from civil authority. Each CAP wing negotiated a memorandum of understanding with its individual state Emergency Management Agency to assist local and state authorities in emergencies that are not of sufficient magnitude to warrant military assistance. During 1982, CAP participated in six natural disaster missions in three states, supported by light aircraft, emergency vehicles and radio networks.<sup>57</sup>

### CAP ASSISTANCE IN ANTI-DRUG EFFORT

A program for reporting suspected illicit drug activities observed while participating in CAP activities was implemented by CAP Southeast Region wings as a result of a decision made at a Southeast Region Conference in July. The decision came as a result of a request from Mr. Edward Philbin, Deputy Assistant Secretary of Defense. In implementing the program specific guidelines were laid down, with emphasis that action was to be taken only to report suspicious activity observed and ruled out any surveillance, tracking, chasing, or apprehension. The CAP National Executive Committee officially endorsed the program at its 3-4 December 1982 meeting by adopting the following resolution:

*RESOLVED that the NEC approves CAP participation in a nationwide program to assist federal, state and local authorities in the suppression of illegal drug activities. This CAP program is limited to reporting to appropriate law enforcement agencies suspicious activities observed while participating in normal Civil Air Patrol activities. The NEC does not authorize, approve, or condone surveillance, tracking, chasing or apprehension by CAP members or units.<sup>58</sup>*

### CADET PARTICIPATION IN EMERGENCY SERVICES ACTIVITIES

Although CAP cadets participated in USAF authorized search and rescue missions in a ground support role, they were prohibited by Air Force directive from flying on aircraft engaged in aerial search. There was a difference of opinion as to whether cadets could be transported on aircraft enroute to and from their home base to the mission base. The NEC voted at its 16-17 April 1982 meeting to authorize cadets to be flown to and from USAF authorized missions provided that the aircraft is not involved in

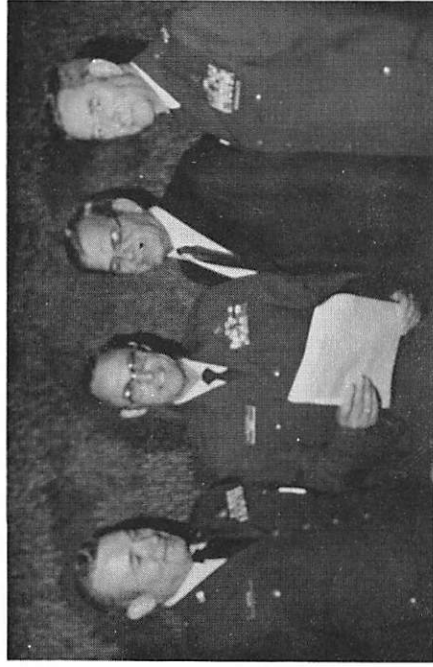
any form of search sortie on its way to or from the mission site. A note inserted in the NEC minutes indicated that, "Since the United States Air Force could incur a liability in spite of the disclaimer cited in this resolution, final approval rests with HQ USAF. A memorandum recommending approval has been forwarded through appropriate channels." A reply from HQ USAF/JACC stated that "whether to authorize participation of CAP cadets as passengers on Air Force directed missions was not an issue to be decided by that office, but was an operational decision to be made at appropriate levels within the Air Force and CAP based on an analysis of the benefits to be gained from such participation vis a vis the risks involved." The CAP-USAF/DO then issued letter instructions authorizing cadets to be flown on planes enroute to and from SAR mission bases and outlined procedures to be followed.<sup>59</sup>

### CURRENT OPERATIONS

The CAP-USAF Current Operations Division (DOO) continued to request and monitor military air travel in support of CAP-USAF and CAP activities. Air Force CONUS administrative aircraft were centrally scheduled and controlled by Military Airlift Command (MAC). During 1982, 444 team travel airlift missions were requested. MAC supported 15, AFRES supported 61; ANG supported 49 and the Navy supported four for a total of 129 airlift missions in support of CAP activities. Airlift support provided for major CAP functions included: IACE--four missions carrying 456 passengers; National Board--18 missions carrying 1,007 passengers; National Congress on Aerospace Education--20 missions carrying 790 passengers; and National Cadet Competition--five missions carrying 278 passengers. DOO also requested and coordinated T-39 travel for the Commander, CAP-USAF, and headquarters personnel visiting CAP and CAP-USAF units throughout the United States. Airlift was provided by MAC for 83 (46%) of the missions requested.<sup>60</sup>

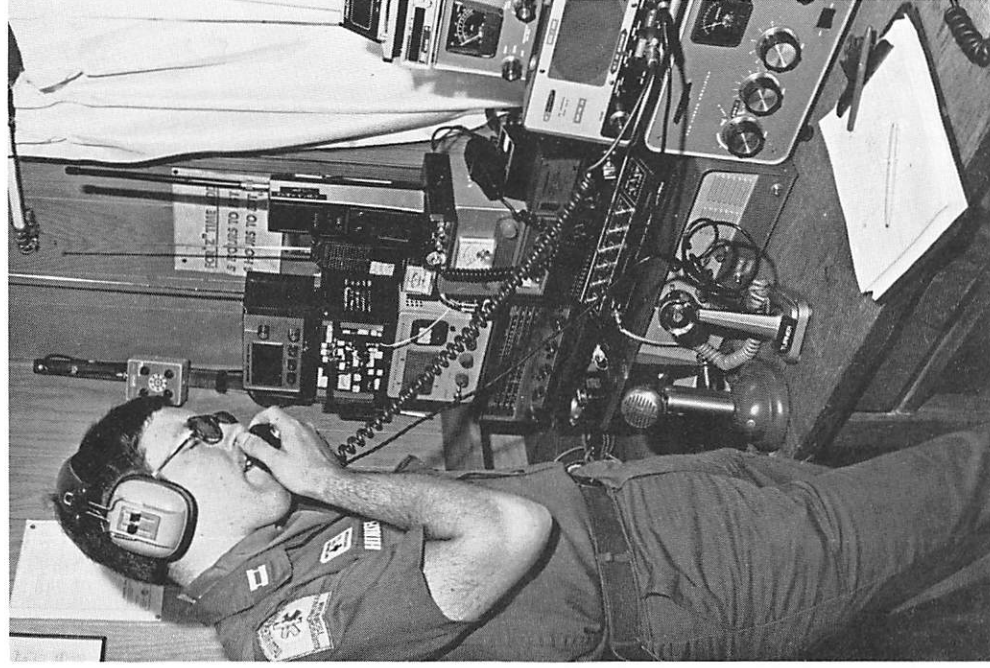
### CIVILIAN AIRCRAFT RENTAL PROGRAM

The Air Force continued to authorize civilian rental aircraft for USAF liaison personnel at national, region, and wing levels of Civil Air Patrol to provide them training and currency in the same light airplane environment as experienced by CAP members. The mobility provided by the aircraft was also vital to the successful performance of the liaison mission. DOO was responsible for supervising and managing the rental aircraft budget. The FY 82 budget of \$408,000 was distributed among 133 aircraft vendors on contracts awarded by the Maxwell AFB Procurement Office. A policy established by General Patton and affirmed by AU/CC



**Agreement Signed.** A three-way agreement between Civil Air Patrol, the Aircraft Owners and Pilots Association and Republic Airlines was formalized during the annual CAP National Board Meeting held in Chicago during August. The agreement provides "Affiliate Membership" in CAP to AOPA members. The CAPI/AOPA affiliate members will be eligible for CAP-type air fare discount from Republic Airlines. Present at the signing was Brig Gen David L. Patton, (left) Commander of CAP-USAF and Executive Director of CAP. Officials signing the agreement were (left to right) Brig Gen Johnnie Boyd, CAP National Commander; John L. Baker, President of AOPA; and Col Robert G. Rubens, a Vice President of Republic Airlines.

**Test Exercise.** Communications Officer Duane Hinkel was among 90 New York wing members participating in a search and rescue test conducted at Hornell, New York. Some 40 sorties were flown during the test mission that resulted in location of a simulated missing aircraft. (Photo by Layman Jones)



**Check-Out.** Lt Col Betty McNabb prepared to depart Panama City, Florida to provide a check-flight for Warner Herbert. The 73 year-old pilot serves as Operations Officer for the Coast Guard Auxiliary and Flight Safety Officer for the CAP Southeast Region. Although she didn't learn to fly until she was 40, she has since logged 7,400 hours of flight time and checked out in 18 types of aircraft.



**Team Member.** Cadet Barbara Price participated in the North Central Region search and rescue exercise as a member of the Iowa Wing ground team. The Iowa team was winner of the Top Ground Team Category in the exercise competition. (Photo by Rand McNatt)

enabled spouses of CAP-USAF and USAF-CAP personnel to travel on USAF contract rental aircraft to CAP activities where their presence would enhance mission accomplishment and where key CAP member's spouses would also be present. This was conditional on the spouse becoming a member of CAP.<sup>61</sup>

### CAP FLIGHT CLINICS

Civil Air Patrol continued to encourage and promote flight safety by providing financial assistance to CAP pilots attending qualifying flight clinics sponsored by CAP, FAA, AOPA, or other flight safety organizations. Clinics were required to include ground instruction in several essential subjects such as flying safety, FAA regulations, emergency procedures, flight planning, and aviation weather. Clinic participants were required to demonstrate safe aircraft operation to an FAA-certified flight instructor or a qualified CAP check pilot. During 1982, 1,504 CAP pilots attended 77 flight clinics. This represented a 28 percent increase over the 1,092 participants in 1981. Recognizing the contribution of increased flight clinic attendance toward an improved safety record, the CAP National Executive Committee increased clinic funding from \$18,000 to \$35,000 annually. General Patton said "the increase should help CAP maintain a more proficient and safer pilot force and also lead to more effective emergency service operations."<sup>62</sup>

### MILITARY TRAINING ROUTE SURVEYS

Civil Air Patrol worked to assure the safety of Air Force aircrew members participating in practice missions by assisting in the survey of military low-level training routes for hazards and environmental factors. The FAA has established military training routes to allow military pilots to practice low-level bombing and reconnaissance missions. The routes provide the most realistic, yet safest, training missions with the least possible environmental impact. To assure the continued safety of the routes, the FAA required aerial visual survey of all routes for obstructions and other hazards. The surveys were required to be flown at less than 1,000 feet above the ground with separate runs down the center and along each side. Strategic Air Command (SAC) had in the past used more expensive commercial light aircraft and pilots to fly SAC personnel performing these surveys. Since 1977, where possible, SAC units have turned to the Civil Air Patrol to fly the routes. During 1982, CAP assisted in the survey of 19 routes.<sup>63</sup>

## COMMUNICATIONS

With its nationwide communications network, CAP continued to provide outstanding communications support in fulfilling its responsibilities in search and rescue and emergency situations. Activation of the network commenced with the National Headquarters station at Maxwell AFB, Alabama, which conducted a daily net with stations in each of the eight CAP regions. Region stations then participated in network broadcasts involving stations in each of their wings. Wing stations conducted networks with their state providing contact with all echelons and which could be monitored by individual CAP members. At the end of the year the total number of Federal Communications Commission (FCC) licensed CAP radio stations was as shown in Table 2.<sup>64</sup>

<i>Fixed Land. . . . .</i>	<i>4,028</i>
<i>Ground Mobile . . . . .</i>	<i>16,500</i>
<i>Air Mobile. . . . .</i>	<i>4,185</i>
<i>Citizens Band . . . . .</i>	<i>2,700</i>
<i>Search and Rescue . . . . .</i>	<i>697</i>
<i>Corporate Aeronautical. . . . .</i>	<i>587</i>
<i>Repeater Stations . . . . .</i>	<i>232</i>
<i>Emergency Locator . . . . .</i>	<i><u>156</u></i>

*Total Stations . . 29,085*

*Table 2, CAP FCC Licensed Radio Stations, 31 Dec 82.*

## CHAPTER IV

### AEROSPACE EDUCATION

Civil Air Patrol continued to provide innovative leadership in carrying out its mission of providing aerospace education to the CAP senior and cadet membership through its internal program while conducting an external program to provide the general public with the aerospace education necessary to ensure the development of aerospace and the maintenance of aerospace supremacy. Aerospace Education was established as one of the primary missions of the organization under Public Law 476 which established Civil Air Patrol as a federally chartered benevolent corporation on 1 July 1946. Aerospace Education has been defined by Civil Air Patrol as: "That branch of general education concerned with communicating knowledge, skills, and attitude about aerospace activities and the total impact of air and space vehicles upon society." Under that guidance, the professional staff assigned to the CAP-USAF Directorate of Aerospace Education (EDF) continued to work with educational institutions, and other educators both within and outside CAP in pursuit of Aerospace Education mission goals.<sup>65</sup>

### NATIONAL CONGRESS ON AEROSPACE EDUCATION

The fifteenth annual National Congress on Aerospace Education (NCAE) was held in Atlanta, Georgia, on 1-3 April. The congress was co-sponsored by Civil Air Patrol, Federal Aviation Administration, National Aeronautics and Space Administration, and a new sponsor, the National Air and Space Museum. Attendees included educators, representatives of national, state and local government aviation or aerospace agencies, exhibitors, and aerospace personalities from the United States, Puerto Rico and a number of foreign countries. Mr. John V. Sorenson, Director of Aerospace Education, served as Chairman of the Congress Planning Committee, and Mr. Harold R. Bacon as Facilitator of Program Elements. All materials necessary for the congress were prepared by the EDF staff.<sup>66</sup>

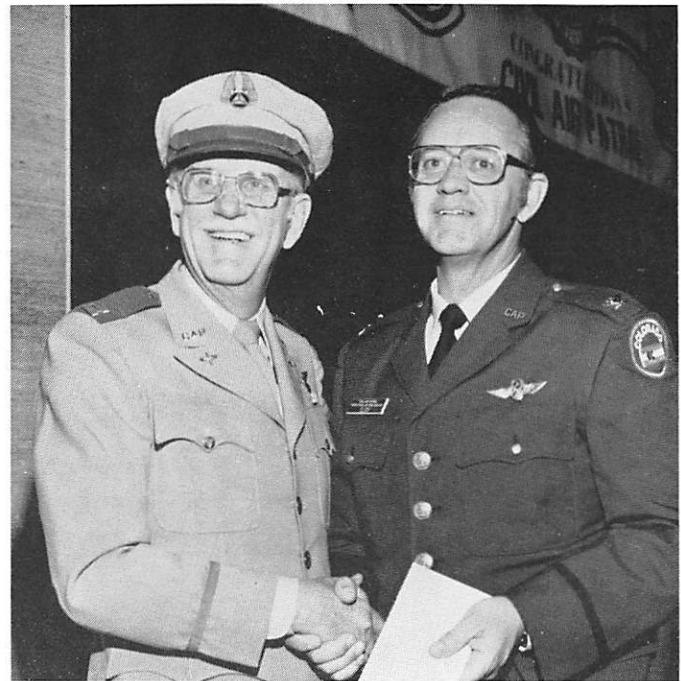
Among the dignitaries participating in the congress were: aviation author Robert J. Serling; World War II Luftwaffe "Ace" Adolf J. Galland; NASA Astronaut David M. Walker; the first man to fly faster than sound, Charles E. "Chuck" Yeager; X-15 chief engineering test pilot A. Scott Crossfield; National Air and Space Museum Historian Emeritus Paul E. Garber; CAP-USAF Commander David L. Patton; CAP



**Aviators Meet.** The National Congress on Aerospace Education provided opportunities for reminiscing about flying experiences. (From left): A. Scott Crossfield, design specialist and project pilot for the X-15; retired Air Force Brig Gen Charles E. "Chuck" Yeager, first man to fly faster than the speed of sound; Air Force Brig Gen David L. Patton, CAP-USAF Commander and CAP Executive Director; retired Lt Gen Adolf J. Galland of the German Air Force; and Air Force Col Win E. DePoorter, CAP-USAF Vice Commander. (Photo by Ken Kennedy)



**University Award.** Dr. Sam Ingram, President of Middle Tennessee State University, was presented the National Congress on Aerospace Education Plaque by Janet Wolfe of the National Air and Space Museum. The award honoring Middle Tennessee State University as the Aerospace Education University of the Decade was presented during the 15th annual National Congress on Aerospace Education.



**Scholarship Fund.** Lt Col William D. Madsen, (left), presented a check for \$3,000 to CAP Colorado Wing Commander Henry A. Elgin to fund cadet scholarships in that wing. The money was contributed by members of fifteen aviation-oriented organizations that joined forces to stage a banquet at the Air Force Academy to salute Civil Air Patrol on its 40th anniversary. Madsen, dressed in his World War II style CAP uniform, is president of the Colorado Aviation Historical Society; one of the sponsors of the banquet.

National Commander Johnnie Boyd; and humorist Jeanne Robertson. Five outstanding personalities and one organization were inducted into the NCAE Crown Circle in recognition of their leadership in aerospace education. They were: James T. Pyle; John T. Carter; William J. Reynolds; Ernest D. Riggsby; Jule Zumwalt and the Ninety-Nines, Inc. CAP National Commander Johnnie Boyd was presented a World Educator of the Year Award in recognition of his declaring an aerospace education obligation for all CAP senior members and for his continuous support of aerospace Education.

The National Congress attracted over 700 registered attendees. Planning was completed for the 1983 congress to be held in Las Vegas, Nevada, on 7-9 April 1983.<sup>67</sup>

### AEROSPACE EDUCATION WORKSHOPS

CAP's most important contribution to aerospace education continued to be its support of teacher training through aerospace education workshops. The purpose of the workshop program was to provide attendees with a basic knowledge and interest in aerospace which would be included in their teaching upon return to the classroom or school system. CAP, in cooperation with colleges and universities and individual school systems, supported 188 graduate-level workshops in 42 states and Puerto Rico in 1982. Approximately 5,600 educators attended the projects. CAP provided advice, assistance and support in developing curriculum according to the requirements of host institutions. Air Force support was provided by Air Force Reserve personnel on active duty tours who served as liaison and instructional resources to workshop directors. In some cases, Air Force airlift was provided for workshop participants to visit an aerospace facility as part of the curriculum.<sup>68</sup>

### AEROSPACE EDUCATION PUBLICATIONS

In September 1982, EDF and AFJROTC began the revision of the common textbook, Aerospace: The Challenge. At the request of AFJROTC their textbook was to be divided into two volumes, and procurement was to be for 40,000 copies of Volume I and 20,000 copies of Volume 2. A comprehensive instructor guide and student workbook was also planned. Total cost of the project was planned not to exceed \$250,000, with AFJROTC paying about \$165,000 and CAP paying about \$85,000. The projected cost represented a savings to AFJROTC of approximately \$61,000 in comparison to their cost for the first edition of the book. The planned delivery date was 1 May 1983.<sup>69</sup>



#### AEROSPACE EDUCATION/FROM WORKSHOP TO CLASSROOM

One of the missions of Civil Air Patrol is to provide programs for the aerospace education of American citizens. CAP works toward this end through both internal and external aerospace education programs. The internal program is for the benefit of CAP cadet and senior members while the external program is designed to add to the aerospace knowledge of the general public. Basic to the external program is the teaching of teachers. In cooperation with colleges, and universities, and individual school systems in 42 states and Puerto Rico, Civil Air Patrol supported 188 graduate-level workshops attended by approximately 5,600 educators in 1982. After attending a workshop teachers recognize the potential of aerospace for adding an exciting new dimension in the classroom for both student and teacher.



The Aerospace Education Program for Senior Members was adopted in 1981 with implementation targeted for 1 July 1982. However, since the program was based on "leadership by example," the National Commander challenged all members of the CAP National Board to complete the program prior to implementation on 1 July for all senior members. Although completion of the program was not required for promotion or progression, aerospace education was considered an obligation of membership voluntarily accepted by each member when they joined Civil Air Patrol. A major effort was required of EDF to develop the elements and procedures necessary to implement the program, which was to be based on self-study of the textbook, Aerospace: The Challenge. EDF developed a 100-page Student Study Guide containing behaviorally stated learning objectives with question type exercises following each objective. Four different forms of a final, controlled examination were developed and distributed to each Wing Director of Aerospace Education. Five new program management forms were developed. Members completing the program were to be awarded an "Aerospace Education Achievement Certificate." Awardees were entitled to wear a medal or ribbon signifying their achievement. The program was fully implemented by the 1 July target date.<sup>70</sup>

A new two-page feature presentation entitled, "Aerospace Update," was developed for quarterly publication in the Civil Air Patrol News. The articles were planned to alternate between the categories of Civil Aviation, Space Activities, Aerospace Industries, and Military Aviation. Three of the articles: "A New Generation of Jet Airlines," "Galileo to Jupiter," and "Tigershark," were featured during 1982.<sup>71</sup>

### FRANK G. BREWER MEMORIAL AEROSPACE AWARDS

The Frank G. Brewer Memorial Aerospace Awards were presented at the National Board Meeting in Chicago, Illinois, on 13-14 August 1982. Recipients were recognized for performing noteworthy achievements contributing to aerospace advancement or understanding, or having encouraged others to do so. The 1982 awardees were: Cadet Category, David A. Thornton, Boise Squadron, Idaho Wing; Senior Member Category, Lieutenant Colonel William D. Madsen, Office of Public Affairs, US Air Force Academy; Individual Category, Captain Etta Williams, Tennessee Wing; Organizational Category, Wisconsin Aerospace Education Committee.<sup>72</sup>

### NATIONAL AEROSPACE EDUCATION ADVISORY COMMITTEE

The National Aerospace Education Advisory Committee met on 13-14 August during the CAP National Board Meeting in Chicago, Illinois. Thirteen members and one guest were

present. Plans were discussed for the World Congress on  
Aerospace Education to be held in Washington DC on 10-15  
July 1983.<sup>73</sup>

## CHAPTER V

### USAF-CAP FIELD LIAISON ACTIVITIES

Under Public Law 557, the Secretary of the Air Force was authorized to establish, maintain and supply Air Force liaison offices at national, state headquarters, and at not more than eight regional headquarters of the Civil Air Patrol. In each of the eight USAF-CAP liaison regions, which correspond to the eight CAP regions that geographically divided the 50 states, Puerto Rico, and the District of Columbia; an Air Force colonel commanded a small staff in the region office and an officer and noncommissioned officer in each of the USAF-CAP wing liaison offices under his jurisdiction. USAF-CAP field liaison personnel served as implementing agents for policies established by the Commander, CAP-USAF; as field advisors to advise and assist CAP commanders in mission performance; and as liaison control between CAP and federal government resources where facilities, services, equipment or funds were involved.<sup>74</sup>

#### USAF-CAP NORTHEAST LIAISON REGION

The USAF-CAP Northeast Liaison Region continued to operate from McGuire AFB, New Jersey, and was commanded throughout the reporting period by Colonel Richard J. Harris. Col Edgar M. Bailey served as CAP Northeast Region Commander throughout 1982.

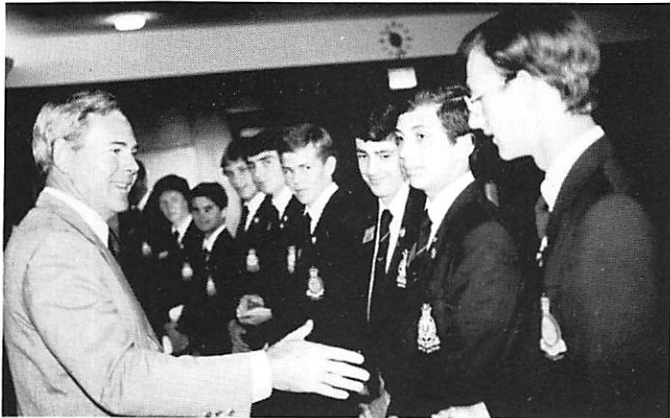
An innovative program of aerospace education was developed and presented by Robert C. Smith, USAF-CAP Region Director of Aerospace Education, and Lieutenant Colonel David Narins, Reserve Individual Mobilization Augmentee (IMA) and American Airlines Boeing 727 Captain in his civilian occupation. The slide/talk program, targeted at the 6th grade age group, incorporated a brief history of aviation, a simple explanation of the principles of flight, a visual demonstration of how an airplane is controlled in the air, and a quick comment on how the military is utilized in defense of the United States. A brief history of CAP was included for recruiting purposes if there were any CAP units within a reasonable distance of the school. Approximately 75 presentations were made to 2,250 children in various Maine, New York, New Jersey, and Rhode Island school districts. Owing to its popularity, plans were underway to refine and expand the program in future years. Nine aerospace education workshops were conducted with good participant and instructional support from NASA.<sup>75</sup>



**Reserve Assistance.** Capt Kenneth A. Goss (center) provided advice and assistance while on a temporary active duty tour to assist with the Air Training Command Familiarization Course conducted at Mather AFB, California. Reservists also assist local Civil Air Patrol units in an inactive duty status.



**NCO Award.** SMSgt Joseph Culverhouse (left) of the USAF-CAP Southwest Liaison Region and Msgt Frank D. Akin of the USAF-CAP Texas Wing Liaison Office were presented Outstanding Senior NCO Awards by Col Herbert L. Neathery, USAF-CAP Southwest Liaison Region Commander. Akin's award for 1981 and Culverhouse's award for 1982 were in recognition of their outstanding performance in carrying out the Air Force liaison mission with Civil Air Patrol.



**IACE Visit.** British cadets participating in the International Air Cadet Exchange (IACE) were welcomed by Mayor Bill Frederick of Orlando, Florida. The nine cadets and their escort stayed in the homes of CAP families in the Orlando area during their visit.



**Chaplain Class.** Air Force Chaplain Cecil Richardson conducts a moral leadership class for CAP cadets during New Mexico's annual encampment at Kirtland AFB.



**Top Squadron.** Drew Savage (left) Cadet Commander of the Cherokee Composite Squadron of the Illinois Wing inspects cadets, from right: Linda Prondzinski, Greg Latimer and Andy Heino. The Cherokee Squadron was selected as the 1982 CAF Squadron of Distinction based on its accomplishment of having attained the highest level of achievement within the cadet program.

**Flight Training.** CAP Maj Ed Hillyard, glider instructor, talks with cadets Joe Kolis and Elizabeth Grupe during the annual Illinois Wing Cadet Flight Encampment. The three-phase encampment provided solo training for 30 cadets in gliders, 20 in powered aircraft, and eight in hot air balloon. (Photo by Betty Henderson)



The liaison staff supported highly successful cadet encampments for all wings, with Pease AFB, New Hampshire, providing outstanding host base support for the Connecticut, Rhode Island, Vermont, New Hampshire, and Maine wings. The Bronx, New York team, representing the Northeast Region in the National Cadet Competition conducted at Maxwell AFB, Alabama, in late December, finished in first place for the second time in the past three years and was awarded the US Air Force Chief of Staff Sweepstakes Trophy. The team was scheduled to present the CAP Annual Report to Congress to the Senate and House of Representatives and meet with the USAF Vice Chief of Staff during March 1983.<sup>76</sup>

The region staff college was again conducted at Worcester State College in Massachusetts, with 52 students completing the program. Search and rescue and disaster relief evaluations were provided by the USAF-CAP Liaison staff for each of the nine CAP wings to determine their capability to perform the emergency services mission. Top performing wings were Connecticut in search and rescue and New York in disaster relief.<sup>77</sup>

## USAF-CAP MIDDLE EAST LIAISON REGION

The USAF-CAP Middle East Liaison Region was commanded by Colonel David D. Brandt, Jr., and continued to operate from Andrews AFB, Maryland, throughout 1982. Colonel Eugene E. Harwell continued to serve as the CAP Middle East Region Commander.

All CAP wings successfully completed the required annual search and rescue and disaster relief evaluations and were rated satisfactory or higher. Most wings also used the three additional Air Force funded optional missions as a method of training/upgrading personnel. Success of the training was demonstrated during the second annual region search and rescue competition at Fort Pickett, Virginia. Virginia repeated as the overall winner. Final coordination was completed to hold the first inter-region search and rescue competition in the fall of 1983 with wings from the Middle East, Northeast, and Southeast regions participating.<sup>78</sup>

Senior member training continued at a high level with Squadron Leadership schools conducted by all wings. Selected Air Force Liaison and reserve personnel supported the region staff college held at Peach College, Raleigh, North Carolina, for 39 CAP senior member attendees. Air Force Rescue Coordination Center personnel from Scott AFB, Illinois, conducted a Search and Rescue Management Training seminar at Fort Meade, Maryland, for 40 CAP senior members. The program was conducted on alternate years in the northern and southern parts of the region to provide an opportunity for more people to attend owing to reduced transportation costs.<sup>79</sup>

All CAP wings conducted cadet encampments that were well organized, attended and supported by Air Force liaison and reserve personnel. Cadet participation in national level special activities was again reduced owing to lack of airlift. However, the region-coordinated Pararescue Orientation Course was again conducted in the George Washington National Forest for 45 cadets from the Northeast and Middle East Regions. The program was supervised by professional Air Force instructors from Kirtland AFB, New Mexico, with logistics and administrative support by liaison, reserve and CAP personnel. The region-developed Medical Services and Aerospace Orientation Program were again held for 30 cadets, including four from the Northeast Region. The week-long activities were held concurrently in the Washington DC area. Attractions included tours of the National Air and Space Museum, the Paul E. Garber Restoration Facility, the Walter Reed Army Medical Center, Washington Air Route Traffic Control Center, and helicopter rides.<sup>80</sup>

A most noteworthy achievement in Aerospace Education was publication, by Civil Air Patrol, of Dr. David K. Vaughn's (former USAF-CAP Middle East Liaison Region Director of Training), An Introduction to the Literature of Flight. The excellent work was used by aerospace education workshop directors as a resource for their activities. It discussed books that figured prominently in the area of literature relating to flight, and included brief synopsis and his personal evaluation of many books. Dr. Vaughn presented a capsulated version of the pamphlet at numerous workshops while he was on active duty with the Air Force. Emphasis was placed on introducing new workshops in states previously not involved.<sup>81</sup>

### USAF-CAP SOUTHEAST LIAISON REGION

The USAF-CAP Southeast Liaison Region maintained its operational headquarters at Dobbins AFB, Georgia, under the command of Colonel James R. Withers. Colonel L. H. McCormack, CAP, served as Commander, Southeast Region, until the appointment of Colonel William C. Tallent in December. Colonel Tallent had served for the past ten years as the commander of the CAP Tennessee Wing.

Liaison staff personnel completed evaluations of disaster relief capabilities of six wings in the region with highly satisfactory results. Five of the wings demonstrated a satisfactory level of performance in evaluation of search and rescue (SAR) procedures. Testing of the Alabama Wing was canceled twice owing to inclement weather. A 1982 highlight was the Southeast Region SAR Competition held at Maxwell AFB, Alabama. The Alabama Wing emerged as the overall top performer. The Georgia Wing received the Paul W. Turner National Safety Award for the second consecutive year.<sup>82</sup>

**Tough Test.** Maj Jeff Wandell takes a dip as fellow CAP senior members try desperately to assist him over the obstacle. Project X, a regular part of the Air Force Squadron Officer School at Maxwell AFB, Alabama, is included in the CAP National Staff College curriculum to provide training in problem solving and group cooperation in finding solutions. (Photo by Rand McNatt)

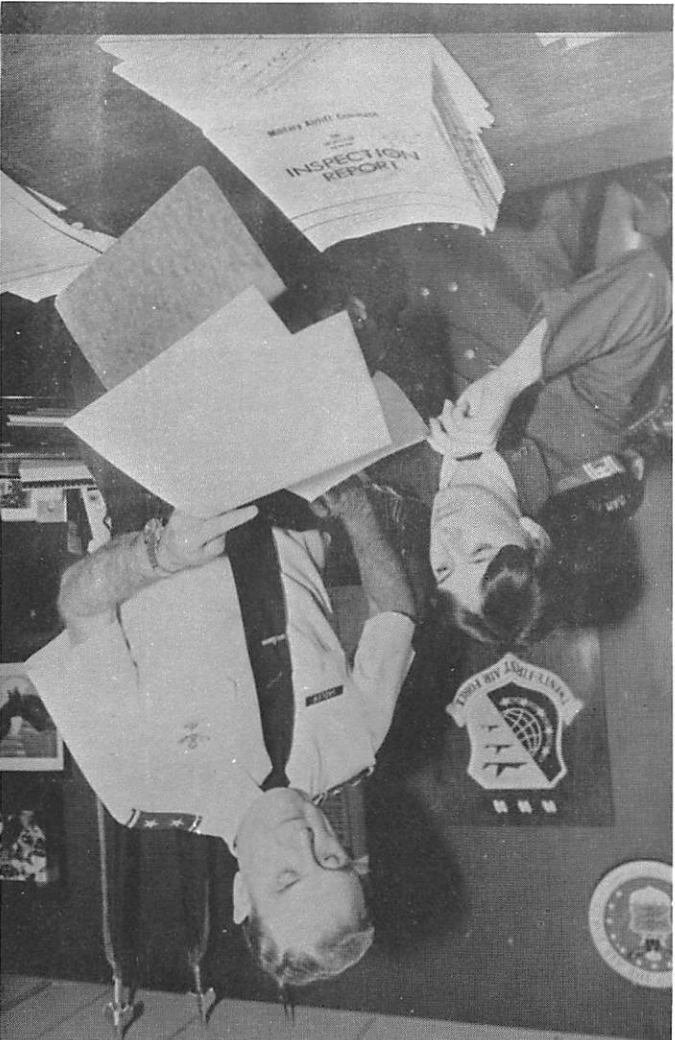


**Disaster Monitoring.** CAP Lt Col Lawrence F. Lis, Director of Operations for the CAP Illinois Wing, is shown with video equipment used to transmit live aerial pictures to the Illinois Emergency Operations Center during disaster situations. When a violent tornado devastated the town of Grenier, Illinois and on another occasion when a river barge loaded with benzene crashed into a lock in the Mississippi River, the video capability provided State Civil Defense officials with live pictures of the disasters, enabling them to quickly assess the problem and make decisions. Since initiation of the pilot program in Illinois, several other CAP wings have adopted the system and the American National Red Cross has expressed a strong interest in cooperative use of this capability.

**Unit Citation.** National Capital Wing Commander Colonel Ronald A. Gunder was presented the CAP Unit Citation Award for his wing by CAP National Commander Johnnie Boyd, (left) and National Vice Commander Howard Brookfield during the CAP National Board Meeting in August.



**One Day Command.** Cadets from New Jersey's Bayshore Composite Squadron were permitted to act as commander of the various Air Force units on McGuire AFB for one day. Cadet Virginia Donica was briefed on the day's schedule by Maj Gen Thomas M. Sadler, Commander of the 21st Air Force.



Special emphasis on cadet activities continued to be productive. The Southeast Region cadet team entered in the National Cadet Competition placed first in written examination, physical fitness, and volleyball, achieved second place in the cadet bowl and tied for third place overall. In addition to numerous wing level training schools, the Southeast Region Staff College was held in August at Maxwell AFB, Alabama. All wings were well represented.

The Southeast liaison staff sustained its support of aerospace education efforts through briefing of personnel from several State Departments of Education, planning new aerospace education workshops, and increased high school visitations to promote interest in aerospace education. Air Force Reserve personnel continued to provide strong support of aerospace education workshops.<sup>83</sup>

### USAF-CAP NORTH CENTRAL LIAISON REGION

The USAF-CAP North Central Liaison Region continued to operate from the Minneapolis-St Paul International Airport in Minneapolis, Minnesota, although the office was moved to another building in that facility during May. Colonel Val W. Taylor took command of the region in March replacing Lieutenant Colonel Richard D. Valen who had served as interim commander following the retirement of Colonel Charles E. Jones. Colonel Donald A. Sumner was Commander of the CAP Northeast Region throughout 1982.

The North Central Region Aerospace Education Conference was held in Wichita, Kansas, with over 150 attendees. Aerospace Education workshops were conducted throughout the seven state region. The Region Staff College at Lincoln, Nebraska, was a complete success with over 30 graduates. The Blue Beret activity for both cadet and senior members was again conducted at Fort McCoy and Oshkosh, Wisconsin, under the leadership of Colonel William B. Cass.<sup>84</sup>

Evaluation of wing search and rescue capabilities culminated in a region-wide SUPERSAR exercise held in Sioux City, Iowa. All wings participated with ground, air and mission coordinator teams. In the aircrew competition, Nebraska took first-place with Kansas as runner-up. Iowa won the ground team competition with Minnesota taking second place. The table exercise for the mission coordinator problem was won by Iowa with Missouri placing second. Nebraska was the winner of the overall SUPERSAR competition with South Dakota taking second-place honors. The North Dakota Wing was recognized for the best sustained effort in search and rescue during 1982.<sup>85</sup>

## USAF-CAP ROCKY MOUNTAIN LIAISON REGION

The USAF-CAP Rocky Mountain Liaison Region located at Lowry AFB, Colorado, continued to operate under the command of Colonel E.J. Zulauf. Colonel Larry D. Miller served as Commander of the CAP Rocky Mountain Region throughout 1982.

A 13 percent increase in cadet membership in the Rocky Mountain Region compared favorably to the national growth rate of seven percent. The increase was partly attributed to the region's motivation program, which consisted of one-day briefings by members of the liaison staff. The Rocky Mountain Region Cadet Leadership School was held at the Air Force Academy with 26 cadets attending the week-long school. Three Type A encampments were held to accommodate 225 cadets from the five wings within the region. Liaison personnel and USAF reservists hosted the National Survival School at the Air Force Academy for the 65 cadets attending this national special activity.<sup>86</sup>

The SAR competition "Rocky Mountain High #2" was held in July at Longmont, Colorado with 125 Rocky Mountain Region CAP members attending along with representatives from other regions and HQ CAP-USAF. The Utah Wing was recognized for best equipped aircraft, best ELT crew; and best overall wing. Montana was recognized for best search crew, Colorado for best mission staff, and Wyoming for best appearing crew. Annual search and rescue and disaster relief evaluations of each CAP wing conducted by the liaison staff revealed tremendous improvement in the region's emergency services capability. Utah was selected as best in search and rescue and the disaster relief award went to Idaho.<sup>87</sup>

The annual Aerospace Education Leadership Development Symposium, organized and conducted by the Rocky Mountain Liaison Region Director of Aerospace Education, Noel A. Bullock, was held at the USAF Academy in January. The theme was "Military Aviation/Aerospace" and featured speakers from the Military Studies Department of the USAF Academy. The event attracted 57 educators from seven states. The annual High School Aerospace Education Symposium was held at Lowry AFB, Colorado, with the theme of USAF Career Opportunities. The event was attended by 200 local students which included CAP cadets and USAF Junior ROTC cadets. Approximately 350 educators participated in 18 CAP sponsored aerospace education workshops conducted within the region.<sup>88</sup>

The liaison staff was successful in providing adequate logistical support to CAP in 1982. In spite of each wing being frozen from receiving DOD excess a period of time, \$226,212 (original cost to DOD) of DOD excess property was acquired for wings of which approximately 65 percent was clothing, 10 percent vehicles and 25 percent communications

equipment. Funds accruing to CAP from the sale of DOD excess amounted to approximately \$27,000. The Annual Survey/Audit proved to be an excellent tool in helping the wings solve some of their logistical problems. Audits conducted by the liaison staff were approached as an assistance visit, rather than an inspection. Although discrepancies were documented, a more helpful approach of showing CAP members how to do the job better and easier was the objective throughout the year.<sup>89</sup>

### USAF-CAP SOUTHWEST LIAISON REGION

The USAF-CAP Southwest Liaison Region continued to operate from its location at the US Naval Air Station, Dallas, Texas, and was commanded by Colonel Herbert L. Neathery. The CAP Southwest Region was commanded by Colonel Sammie V. Pierce throughout the year.

The region staff college planned for mid-June at Barksdale AFB, Louisiana, was cancelled because of lack of attendees. This was attributed to high attendance at past staff colleges held at Barksdale by CAP members in the eastern half of the region. To overcome this problem, plans were made to conduct the 1983 college at Sheppard AFB, Texas, to draw from the western half of the region. The first Region SAR Competition was held 18-19 June at Georgetown, Texas, and met with some limited success. Many weaknesses were identified in aircrew proficiency. Lessons learned at Georgetown were documented for use in the 1983 competition planned for mid-May at Pinal Airpark, Arizona. Various evaluations throughout 1982 indicated a deficiency in navigation skills among CAP pilots. The liaison staff stressed increased training in this area and expected a future improvement in proficiency.<sup>90</sup>

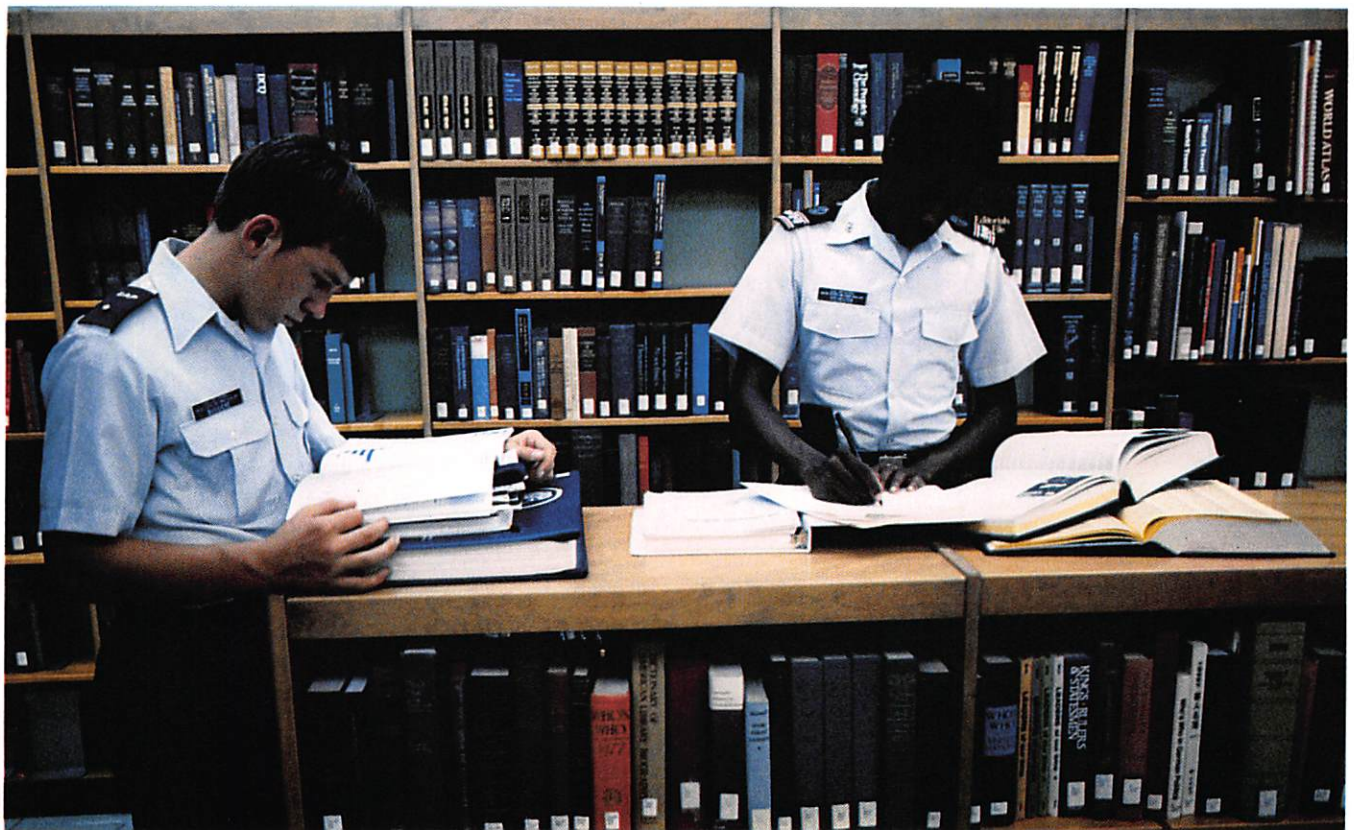
Prototype SARDA plans were developed in Texas and Louisiana. Exercises were conducted in Texas in June and Louisiana in August to test the plans. It appeared that everyone involved, including federal and state agencies gained valuable experience and knowledge, and most importantly much better coordination between federal and state agencies resulted. The communications ability of CAP was impressive, establishing the fact that CAP can be a very effective tool during this type of emergency. In both exercises, good turnout of CAP, Air Force and Reserves helped produce outstanding results.<sup>91</sup>

The Southwest Region Conference held in Oklahoma City in August was well attended with the effect of further unifying the region into a cohesive unit. Great effort was made during 1982 to increase coordination among the six states that make up the region. The geographic makeup of the region was such that many flights cross several states with the result that many search missions involve more than one wing. The improved



Ground teams are essential to the success of most search and rescue operations. They often can begin the mission and continue it when weather conditions preclude or interrupt air search. Ground teams also perform the interrogation function of investigating leads which often provides invaluable information to aid the mission coordinator in directing air search. They are usually the first to arrive at an accident site to provide life-saving first aid. An Iowa Wing CAP ground team, above, provides first-aid during a search and rescue training exercise held in the Red Oak area. (Photo by Jim Black)

Students at the CAP Cadet Officer School conducted at Gunter AFS, Alabama during July and August had access to a number of Air Force professional military education facilities including the Air University Library at Maxwell AFB, Alabama. The course consisting of classroom study, auditorium lectures, and physical activities has been conducted annually since 1969. (Photo by Rand McNatt)



spirit of cooperation was resulting in a more proficient search capability throughout the region.<sup>92</sup>

## USAF-CAP PACIFIC LIAISON REGION

The USAF-CAP Pacific Liaison Region continued to operate from Mather AFB, California, and was commanded throughout the reporting period by Colonel John C. Cody. Colonel Bobbie J. Girard continued to serve as Commander of the CAP Pacific Region.

The first annual Pacific Region SAR competition was held at Truckee, California, in September after many weeks of preparation by the liaison staff. The competition resulted in the Nevada Wing winning the "Best Overall Aircrew Performance Award" and the "Best Visual Search Aircrew Award." California won the "Best Electronic Search Aircrew Award," the "Most Professional Appearing Aircrew Award," and the "Best Competing Aircraft Award." All liaison officers from the various wings were at Mather AFB for a special conference and were available to serve as evaluators in support positions. More than 140 CAP and USAF personnel participated in the exercise.<sup>93</sup>

An ATC Cadet Familiarization Course was conducted at Mather AFB, California, during July. The course which was also conducted simultaneously at two other ATC bases acquainted cadets with the Air Force navigator training program at Mather along with other activities of an Air Force base. Two CAP-RAP reservists, Lieutenant Colonel Henry Stumpf and Captain Kenneth Goss were project monitors for the training. The California team representing the Pacific Region in the National Drill Competition placed second in the overall competition after having been nosed out by one point by the New York team representing the Northeast Region.<sup>94</sup>

The fifteenth annual Pacific Region Aerospace Education Conference was held in October at the Holiday Inn in San Diego with 300 registered participants. The conference planned for 1983 was scheduled for 13-16 October aboard the Queen Mary at Long Beach, California. A new "Planning Guide for Aerospace Education Workshops," consisting of 82 pages was compiled and published by the Region Director of Aerospace Education, Jule Zumwalt. During the spring and summer, a total of 77 aerospace education workshops were held in the Pacific Region: 46 in California; 12 in Oregon; 7 in Washington; 6 in Alaska; 3 in Hawaii and 3 in Nevada.<sup>95</sup>

## USAF-CAP GREAT LAKES LIAISON REGION

The USAF-CAP Great Lakes Liaison Region was located at Wright-Patterson AFB, Ohio, and was commanded by Colonel Robert E. Nugent throughout 1982. The CAP Great Lakes Region was commanded by Colonel Russell A. Sheibels.

Primary emphasis was placed on the new Senior Member Aerospace Education Program and on individual Wing Aerospace Education Plans of Action. Colonel Sheibels appointed an exceptionally well qualified internal and external aerospace education staff that met and worked with the USAF-CAP Region Director of Aerospace Education on a regular basis. For the second consecutive year, the Great Lakes Region produced the Brewer Aerospace Memorial Award winner in the organizational category with the selection of the Wisconsin Aerospace Education Committee as the outstanding aerospace education organization in the nation. The Great Lakes Region and the Air Force Museum developed a continuing cooperative aerospace education program. The first activity was an intensive one-day model rocket program in October at the museum site for 35 Cub Scouts from disadvantaged families. Plans were made for similar programs on kite building, model hot air ballooning, model plane building and workshops on aerospace related careers.<sup>96</sup>

Early in the year, the Great Lakes Region was hit by the most severe winter weather ever recorded in Michigan, Illinois, Indiana and Ohio. In February when two severe winter storms raked Indiana and the Chicago area, units of the Indiana Wing were twice requested by the 10th Air Force to provide emergency communications and surface transportation for medicine, food personnel, and fuel. In March when rapid thawing and heavy downpours caused record flooding in northern Indiana and lower Michigan, both wings were provided three more mission assignments by 10th Air Force to provide additional emergency services support. The emergencies created even closer ties between Civil Air Patrol and state and local disaster services representatives. The successful use of airborne television by the Illinois Wing during a disaster relief mission evaluation in October was a noteworthy demonstration of improved emergency services capability. The capability further proved itself during flooding near Marion, Illinois, in December. The Governor of Illinois used CAP provided TV tape of the flood area in his briefing of federal officials when requesting federal disaster relief funds.<sup>97</sup>

For the second consecutive year, a Great Lakes Region cadet was selected as the "Cadet of the Year." Also, the Cherokee Cadet Squadron of the Illinois Wing was selected as the CAP "Squadron of Distinction" for 1982. The award was based on the unit's overall accomplishments in all phases of the cadet Program. Of the 48 CAP academic scholarship awarded in 1982, 21 went to cadet members of the Great lakes Region.<sup>98</sup>

## CHAPTER VI

### RESOURCES MANAGEMENT

#### PERSONNEL

Civil Air Patrol continued to be advised, assisted and supported in its mission performance and day-to-day operations at national, regional, state and community levels by a mix of Air Force active duty personnel, Air Force civilian employees and Air Force Reserve personnel. The CAP-USAF Directorate of Personnel was comprised of divisions for Military Personnel, Civil Air Patrol Personnel, Reserve Affairs and Personnel Systems.

#### AIR FORCE PERSONNEL

The ATC Rated Prioritization plan continued its impact on CAP-USAF during 1982. It precluded manning the eight Liaison Region Directors of Training (LR/TT) positions until October 1982 when permission was granted by HQ ATC to fill the positions. At the end of 1982, five of the LR/TT positions were manned. The plan continued to prevent manning of the Chief Inspection Division in the Inspector General and the Chief, Search and Rescue Branch in Operations.<sup>99</sup>

In December 1982, HQ ATC upheld classification action by the Maxwell Civilian Personnel Office that resulted in the downgrade of three secretarial positions (DP, DO, IG) from GS-06 to GS-05, and one secretarial position from GS-05 to GS-04. An airman first class, 70230B, Administrative authorization was transferred from the Publishing Division to Plans and Programs and manned during December. Authorized manning for CAP-USAF was reduced from 270 to 267 during 1982 resulting from the ATC directed reduction of a GS-04 clerk-stenographer position in DA and the captain, Chief of Cadet Special Activities position in TT. A major position in Inspector General was realigned for 12 months as a "trade off" to support Command Readiness Exercise System rated authorization requirements.<sup>100</sup>

Authorized and assigned manning at the end of 1982 was as shown in Table 3.

	<u>Officer</u>		<u>Enlisted</u>		<u>Civilian</u>		<u>Total</u>	
	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
Headquarters	21	21	39	37	47	45	107	103
Liaison Regions	24	21	16	16	16	16	56	53
Liaison Wings	<u>52</u>	<u>51</u>	<u>52</u>	<u>52</u>	<u>0</u>	<u>0</u>	<u>104</u>	<u>103</u>
Totals	97	93	107	105	65	61	267	259

Table 3, CAP-USAF Manning, 31 December 1982.

### CAP PERSONNEL

The CAP Personnel Division processed 24,738 new member applications and 38,665 membership renewals during 1982. At year's end, CAP membership totaled 64,669 of which 40,024 were senior members and 24,645 were cadets. That represented an annual increase of seven percent for cadets and six percent for senior members. The increase was considered particularly significant and was viewed as a positive indication of improvements in basic programs by General Patton and CAP corporate leaders, especially in light of past declines and the depressed economy during 1982.

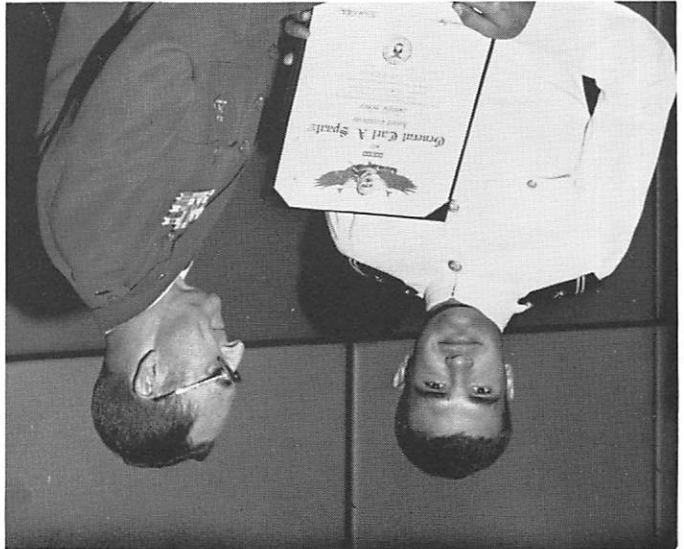
CAP entered into a three-way agreement with AOPA and Republic Airlines that offered an affiliate membership in CAP to AOPA members that would in turn qualify them for the reduced air fares that Republic has provided for regular CAP members. The program was initiated in October and 571 affiliate members signed up by 31 December. Publicity in AOPA's Pilot magazine also generated increased interest in regular CAP membership.<sup>101</sup>

CAP-USAF initiated an image building campaign to promote CAP by sponsoring a CAP exhibit at large gatherings of aviation enthusiasts or other targeted groups whereby participants could be made more knowledgeable of CAP and where CAP could expect to gain support and additional members. The major events selected for the exhibit in 1982 was National Business Aircraft Association convention with 10,000 registered attendees and the Aircraft Owners and Pilots Association convention with 5,000 registered participants.<sup>102</sup>



**Public Service Citation.** Jeff Anderson of Iowa's Red Oak Optimist Composite Squadron presented CAP Public Service Citations to Judy Neville, President of the Jaynes Club; and George Maher, President of Houghton State Bank in appreciation of financial support of the squadron by the two organizations.

**Spatz Award.** Cristov Dosev was presented CAP's highest cadet award, the General Carl A. Spatz Award, by CAP Brig Gen Johnnie Boyd. Cristov is a member of Illinois Wing's Libertyville Mundelein Squadron and is attending the University of Florida on a U.S. Navy ROTC and Marine Corps scholarship.



**AFA Award.** Civil Air Patrol Cadet of the Year Daniel J. Marszalek was presented a special Air Force Association Award by retired Air Force Maj Gen Daniel Callahan during the annual meeting of the CAP National Board. Marszalek is a member of the CAP Illinois Wing and Callahan is a National Director of AFA.

**Cadet Competition.** The 1982 National Cadet Competition conducted at Maxwell AFB, Alabama during the Christmas holidays involved participating teams from each of the eight CAP regions. Region teams were chosen earlier in competitions between winners of 52 wing competitions. The two-day event consisted of a series of drill competitions, physical fitness tests, and oral and written examinations on aerospace subjects. The Northeast Region Team from New York took top honors and was awarded the Air Force Chief of Staff Trophy at the close of the event. (Photo by Rand McNatt)



## RESERVE PERSONNEL

Reserve personnel functioning through the Civil Air Patrol-Reserve Assistance Program (CAP-RAP) served as an extension of the CAP-USAF liaison mission. They provided advice and assistance to the CAP program during inactive duty training and on a limited number of temporary active duty tours. The program provided an opportunity for Reserve members to earn promotion and retirement points while making significant contributions to CAP. Nonpaid point-gaining activities for reservists included assisting in public affairs and media relations, and presenting programs to schools, civic groups and other interested organizations. Reservists on paid active duty mandays supported CAP's National Cadet Officer School, National Staff College, aerospace education workshops, cadet encampments and various search and rescue and civil defense activities.<sup>104</sup>

Northeast Region . . . . .	51
Middle East Region . . . . .	53
Great Lakes Region . . . . .	41
Southeast Region . . . . .	47
North Central Region . . . . .	51
Southwest Region . . . . .	61
Rocky Mountain Region. . . . .	34
Pacific Region . . . . .	93

*Table 4, Reservists Assigned by CAP Region,  
31 December 1982.*

The CAP-RAP military structure paralleled the active duty USAF-CAP liaison organization within the 52 CAP wings and eight CAP regions. The 431 reservists assigned at the end of 1982 compared favorably with the 422 assigned as of 31 December 1981. However, in light of the need for reserve advisors in each of CAP's 1,618 grassroots level squadrons and flights, a vigorous and continuous recruiting program continued to be a major priority. As of 31 December, reservists were assigned by CAP region as shown in Table 4. CAP-RAP reservists served on 6,173 active duty mandays during 1982 in support of Civil Air Patrol programs. This was in addition to over 23,000 mandays of nonpaid, or points-only, advice and assistance time. CAP-RAP mandays were used as shown in Table 5.<sup>105</sup>

National Headquarters . . . . .	863
Northeast Region . . . . .	569
Middle East Region. . . . .	639
Great Lakes Region. . . . .	852
Southeast Region. . . . .	684
North Central Region. . . . .	752
Southwest Region. . . . .	561
Rocky Mountain Region . . . . .	555
Pacific Region. . . . .	698

Table 5, CAP-RAP Mandays, 31 December 1982.

## ADMINISTRATION

The Directorate of Administration (DA) continued to fulfill its responsibilities of providing administrative support to both HQ CAP-USAF and Civil Air Patrol. The Director of Administration additionally served in the capacities of Commander, Headquarters Squadron Section, and Executive Officer to the Commander, HQ CAP-USAF.

## FUNCTIONAL REALIGNMENT

In August a functional realignment was made to align the Administrative Communications Division in accordance with AFR 4-1, Functions and Responsibilities of Administration. The realignment consisted of moving the Administrative Orders function from its previous location in the Publishing Division (Building 747) to the main offices of DA in the Headquarters (Building 714). The transfer of one person resulted from the action. Ten G series orders were issued during 1982.<sup>106</sup>

## MORALE AND DISCIPLINE

Morale, enthusiasm, and dedication ran high as the military/civilian force combined its talents to provide excellent support to HQ CAP-USAF and CAP. However, there were three Article 15s and four Letters of Reprimand administered during 1982. Strict enforcement of command drinking and driving policies contributed to the rise in nonjudicial punishment whereas persistent, continued unsatisfactory progress in the Weight Management Program accounted for the increase in reprimand actions. At year's end, there were three individuals in

the Weight Management Program; one was in the follow-on phase of the program and two were making unsatisfactory progress. Two other individuals were removed from the program after satisfying both the basic and follow-on phases.<sup>107</sup>

## PRINTING PLANT

Calendar Year 1982 was a time of change at the Civil Air Patrol Publishing Division. Printing and duplication production increased by more than six million units, or 24 percent, to 31 million total units. A unit is one printed page. The improved productivity was made possible by the printing plant finally becoming fully manned and the modernization of printing plant equipment.<sup>108</sup>

During April and May, a new high speed saddlegather was installed. The machine had the capability to collate, stitch, punch and trim six signatures in one operation at speeds up to 7,200 per hour. It replaced an obsolete sidegather that was no longer manufactured for which parts and service was no longer available. The new collator, manufactured by Muller Martini, was priced at \$84,675, but with trade-in credit of \$6,000 the cost to the CAP corporation was reduced to \$78,675.<sup>109</sup>

During May and June a 23-year old stock cutter was replaced with a new 45 inch cutter. The old cutter was obsolete and parts and service were not obtainable. The new cutter, manufactured by Wohlenberg of Germany was purchased at a discount price of \$33,940, although it listed for \$43,100. Trade-in of the old cutter and the depressed economy provided a savings of over \$9,000 to CAP. In July, a punch register system was acquired for the camera and stripping section at a cost to CAP of \$715. The money came from the sale of surplus paper and equipment. The system enabled the section to properly align pre-press make-ready for a more consistent and quality plate in the pressroom. In August, a new pressroom densitometer was acquired for \$1,985. The instrument allowed pressmen to control the color on multiple color jobs by staying within 10 percent plus or minus on all color for a consistent quality finished product. The meter was purchased with money from the sale of excess equipment and scrap paper and film.<sup>110</sup>

In November and December the Bookstore catalog was printed with 24 of the 32 pages in process color (four colors). The two new pieces of equipment (punch register system and pressroom densitometer) were instrumental in the quality of the book.<sup>111</sup>

## FINANCIAL MANAGEMENT

The CAP-USAF Comptroller (AC) continued to advise the CAP-USAF Commander on financial matters and was responsible for development of the Air Force appropriated fund budget and distribution of funds to the headquarters staff and field liaison offices. AC also advised CAP officials on financial matters and developed the CAP corporate budget.

### CAP-USAF FUNDS

The CAP-USAF Fiscal Year 1983 operating budget was submitted to Air University on 29 January 1982. The FY 83 non-personnel O&M funded program totaled \$1,947,000 which was a 7.5 percent increase over the FY 82 approved program of \$1,771,000. The CAP-USAF FY 82 operating budget closed out on 30 September 1982. Over \$43,000 was returned to Air University as surplus to requirements. The return was made possible by savings achieved through "opportunistic" airlift. On 1 November 1982, Air University provided CAP-USAF with its tentative funding of \$1,632,100 which was \$139,000 less than FY 82 actual expenses. The CAP-USAF Financial Management Board will meet in early 1983 to make necessary reductions and to allocate the approved program to the field and staff. USAF again purchased commercial insurance to protect CAP members involved in Air Force authorized search and rescue missions. General Patton said "with the blessing of ATC, we have renewed the contract with CAP to provide individual liability insurance coverage for CAP members engaged in authorized Air Force missions." The need for this coverage will continue until pending Congressional legislation passes. With our improved safety record, in part due to our safety programs, the cost of this coverage has decreased 30 percent over the last three years. The cost in FY 81 was \$357,000 while FY 83 cost was only \$245,000."112

### CAP FUNDS

The financial affairs of Civil Air Patrol continued to be favorable in 1982. The favorable trend was demonstrated through achievement of an FY 82 net income of \$303,285 that resulted in a fund balance of \$2,867,085 as of 30 June 1982. On 16 April, the CAP National Executive Committee approved the FY 83 operating budget of \$1,057,545, a 5.7 percent increase over FY 82.113



**Outstanding Member.** Lt Col Martha D. Rowland of the CAP Southwest Region was selected as Civil Air Patrol's Outstanding Senior Member of the Year for 1982. She was presented the award during the CAP National Board Meeting in Chicago by Air Force Lt Gen Charles G. Cleveland (left), Commander of Air University and Brig Gen Johnnie Boyd, outgoing CAP National Commander.

**Chaplain Award.** Chaplain Henry E. May Jr., of North Carolina's Winston-Salem Composite Squadron was presented the Thoma C. Casaday Unit Chaplain of the Year Award by Brig Gen Casaday, former CAP National Commander. The presentation was made during the annual meeting of the CAP National Board in Chicago.



**Honor Cadet.** Air Force Academy Cadet Steven C. Suddarth earned the right to be placed on the 25-Year Honor Roll at the Academy as the former Civil Air Patrol cadet to graduate highest in order of merit in the Class of 1982. In addition to having his name added to the Honor Roll in Arnold Hall, Steven also received a personal plaque from Air Force Brig Gen David L. Patton, Commander of CAP-USAF and Executive Director of CAP. Steven received a Boeing Foundation Fellowship at the University of Washington where he is studying for a master's degree in electrical engineering. Steven was formerly a cadet member of Indiana's Lafayette Composite Squadron and Purdue Cadet Flight.



**Three Generations.** The five CAP members above span three generations and represent a total of 93 years of volunteer service with CAP. They are (from left): Lt Col Ross Sedita, Southeast Region; Lt Col Elizabeth Sedita, Florida Wing; Cadet G.R. Medina, Mississippi Wing; Lt Col Donna Medina, Mississippi Wing, and Lt Col Gabriel Medina, Mississippi Wing. (Photo by Chet Borgan)

## SAFETY

The Directorate of Safety (SE) continued to conduct ground and flying safety programs for both CAP-USAF and Civil Air Patrol. SE directed a self-inspection program of the headquarters in early January that later resulted in an outstanding rating in the annual safety inspection by AU Safety personnel. That was followed by an excellent rating from the ATC/IG in their inspection of the headquarters.

### CAP SAFETY PROGRAM

Civil Air Patrol experienced the best safety record in its history in 1982. Total aircraft mishaps were reduced by 35 percent. Major aircraft accidents were down to nine compared to 20 in 1981. One additional accident occurred while headquarters personnel were ferrying an L-19. General Patton said, "Although we are not resting on our laurels and are still working hard for improvement, I am proud of our safety achievements in 1982. The fatalities dropped from 11 to two, and injuries were reduced from 15 to 2." The number of vehicle mishaps was reduced to 19 from 28 in 1982, and only four persons were injured as compared to 23 in 1981.<sup>114</sup>

Several initiatives were undertaken to maintain and further improve the CAP safety record. The National Executive Committee increased funding for flight clinics from \$18,000 to \$35,000 as a means of maintaining a more proficient and safe pilot force. Participation in the FAA Pilot Proficiency Program was to be included in the CAP Management Analysis Program (CAP-MAP) to encourage additional pilot upgrade training. A study was initiated to install shoulder harnesses in all CAP corporate aircraft and the CAP National Commander directed at the 3-4 December NEC meeting that a resolution adopted by the NEC at its April meeting regarding installation of shoulder harnesses in all corporate-owned taildragger aircraft be complied with by 15 January 1983, or the aircraft would be grounded.<sup>115</sup>

### AIR FORCE SAFETY PROGRAM

CAP-USAF also maintained an excellent safety record throughout 1982. Liaison personnel drove over one-half million miles in GSA vehicles without a reportable accident or incident. Additionally, CAP-USAF pilots flew over 11,000 hours in civilian rental aircraft without an accident or incident. Two persons incurred nonoperational back injuries. One resulted from heavy lifting during a move of residence and the other occurred while a member was coaching a little league football team.<sup>116</sup>

## LOGISTICS

The Directorate of Logistics (LG) continued to support and assist Civil Air Patrol in areas of supply, equipment, transportation, real estate facilities, and aircraft assignment acquisition, and maintenance. LG was also responsible for management of office facilities of the USAF-CAP field liaison structure and control of government vehicles used by liaison personnel.

## MANAGEMENT OF PROPERTY

Public Law 557, also known as the "CAP Supply Bill," authorized Civil Air Patrol to acquire equipment and supplies that were excess to the needs of the Department of Defense. Property acquired during 1982 included aircraft, vehicles, communications equipment, office equipment and other property with an original cost to DOD of \$7,760,844. Civil Air Patrol disposed of property previously acquired from DOD with an original acquisition value to DOD of \$2,033,677 and a realized return of \$530,000, which was to be reinvested in CAP equipment. Restoration of aircraft and vehicles to a safe operating condition and modification of aircraft to meet FAA airworthiness standards required expenditure of the limited funds of the Civil Air Patrol Corporations. The CAP corporate vehicle fleet consisted of 2,298 at the end of 1982. CAP continued in its efforts to modernize the vehicle fleet by disposing of unserviceable vehicles and replacing them with newer models.<sup>117</sup>

## MANAGEMENT OF AIRCRAFT

CAP corporate owned aircraft totaled 572 as of 31 December. During the year, 39 aircraft were disposed of while 11 new or late model civil type aircraft were procured from commercial sources and 17 excess DOD aircraft were gained. Twelve of the 17 excess DOD aircraft were certified in accordance with FAA directives and the remaining five were at maintenance facilities awaiting certification. All aircraft sales and procurements were conducted under procedures of the CAP National Headquarters Aircraft Modernization Program. The HQ CAP-USAF Director of Logistics closely monitored the program since many of the aircraft sold were originally acquired from DOD excess sources. Modification, repair, and conversion of ex-DOD aircraft was accomplished in civilian maintenance facilities located in Alabama and Georgia. Corporate funds were used for all maintenance.<sup>118</sup>

## MANAGEMENT OF FACILITIES

LG was the action office for the acquisition and termination of support agreements, leases, licenses and permits between governmental agencies and Civil Air Patrol for the use and maintenance of real estate facilities. The use of DOD facilities provided some financial relief to CAP units. CAP units occupy approximately 325,000 square feet of buildings and office space at 128 locations, but this accommodated less than 20 percent of the CAP units that required facilities. Appropriated funds were not used for lease of DOD property for CAP use; property was provided on a space available basis. LG continued to manage the acquisition of facilities, relocation and movement of USAF-CAP field liaison offices to commercial, General Services Administration or DOD property. During 1982, the North Central Region office was moved from Building 151 to Building 852 at Minneapolis St. Paul International Airport and the California Wing Liaison Office was moved from the Naval Air Station, Oakland, to McClellan AFB, California.<sup>119</sup>

## CAP SUPPLY DEPOT

Civil Air Patrol continued to operate its supply depot in Amarillo, Texas, to obtain, store and ship aircraft parts to CAP wings and individual CAP members. Transportation and handling charges were paid by users of the service. Spare parts were provided for the 572 CAP corporate-owned aircraft, consisting of 56 different makes and models. Parts for DOD excess aircraft in the CAP corporate fleet are usually unavailable from other sources. Spare parts acquired from DOD excess sources were not provided to CAP members for use on privately-owned aircraft, but the depot sold vendor-acquired parts to CAP members for use on their aircraft. The CAP depot was staffed by paid employees of the CAP corporation.<sup>120</sup>

## LEGAL

The Staff Judge Advocate (JA) functioned as a legal staff officer for the Commander, CAP-USAF, and provided advice and service regarding the programs of the headquarters and its field liaison offices. He also maintained liaison with CAP region and wing legal officers and advised CAP corporate policymakers concerning the legal aspects of CAP plans and activities. Legal support for purely CAP corporate interests was provided by the CAP Legal Counsel, Mr. Thomas A. Handley, who was a paid employee of the corporation.

In 1981, Congressman Nick J. Rahall II, of West Virginia introduced a bill in an unsuccessful attempt to amend the Federal Employees Compensation Act (FECA) to enable CAP members who were killed while participating in an Air Force authorized mission to receive compensation keyed to the civil service GS-9 (step 1) grade level instead of the present \$300 per month level. It subsequently became necessary to plan to reintroduce the proposed CAP FECA legislation with an additional proposed revision. The need arose from CAP flying activity. In addition to the approximately 20,000 hours per year flown by CAP on Air Force authorized missions which are covered under FECA, a greater number of hours was flown each year by CAP on non-Air Force missions in which CAP members were not covered under FECA.

The widow of a CAP senior member injured or killed on an Air Force authorized mission was provided a maximum death benefit of \$135 per month under the 1956 FECA law and was denied the right to sue CAP. However, the widow of a CAP member killed in a CAP flying accident not related to an authorized Air Force mission retained the right to bring suit against CAP with the possibility of monetary award to be paid from CAP's aviation insurance. To cover its aviation liability arising out of non-Air Force mission flying, CAP maintained a commercial insurance policy paid for out of members' dues. The annual premium ranged between \$200,000-300,000. The only insurance market in which CAP could obtain that coverage was through Lloyds of London, but keeping that coverage was difficult. Over the last five years CAP received two cancellation notices which were withdrawn only at the last moment. A solution to the erratic and inequitable dual system of compensation appeared to be in extending adequate FECA coverage to all authorized CAP flying and increasing benefits to an adequate level. Congressman Rahall planned to introduce legislation in the 98th Congress to increase CAP FECA benefits (GS-9 level) as previously proposed and further amend CAP's FECA law to extend FECA benefits to all CAP authorized flying.<sup>121</sup>

## PUBLIC AFFAIRS

The Directorate of Public Affairs (PA) conducted a publicity program to assist Civil Air Patrol in informing and educating its members and the public about the organization and its activities and potential. PA also supported the Air Force public affairs program at Maxwell AFB, Alabama. Manpower losses over the past several years and budget restrictions, particularly in funds provided by CAP, affected 1982 activities in a number of ways. Production of handout materials and external news releases was reduced, the Civil Air Patrol News was reduced to a lesser number of pages, and less funds were available for travel to support CAP activities.<sup>122</sup>

## SUPPORT

PA provided direct support to three of CAP's major national activities during 1982. The PA photographer attended the National Congress on Aerospace Education held in Atlanta in April and took approximately 750 photographs of the activity. Five persons from PA attended the CAP National Convention and annual meeting of the CAP National Board in Chicago during August. PA planned and directed publicity and protocol efforts in support of the activity, working in cooperation with the CAP Illinois Wing public affairs officer. PA conducted a National Public Affairs Seminar for approximately 75 CAP Public Affairs Officers during one afternoon of the two-day meeting. The directorate worked with CAP region public affairs officers to provide "grassroots" level publicity for each of the eight region teams that participated in the CAP National Cadet Competition held in late December at Maxwell AFB, Alabama. PA also publicized the event in the Montgomery, Alabama, area and sent releases to national news media.<sup>123</sup>

## MEDIA RELATIONS

The Media Relations Division (PAM) was reestablished in June and the groundwork was laid with national-level publications for several stories on Civil Air Patrol intended for the commercial news media. Mr. Robert O'Brien from Reader's Digest worked on a CAP article from June through December which was scheduled for publication in June 1983. PAM assisted by providing background material, arranged telephone interviews with CAP and Air Force officials, and scheduled visits to CAP units and activities, including four days at HQ CAP-USAF during a meeting of the CAP National Executive Committee.<sup>124</sup>

## CREATIVE PRODUCTS

The Creative Products Division (PAW) arranged for the Air Force Service Information and News Center at Kelly AFB, Texas, for the production of 50,000 CAP recruiting posters at no cost to CAP. PAW prepared camera-ready artwork and script for a television recruiting spot and arranged for the U.S. Army Audio Visual Center at Fort Benning, Georgia, to produce it without cost. The division purchased and designed a traveling display to promote CAP which was exhibited at the National Business Aircraft Association convention in St. Louis and the Aircraft Owners and Pilots Association convention in Las Vegas. PAW prepared the artwork and script for a 45-slide presentation of "The CAP Story" which was produced in 500 copies for distribution to CAP units. PAW supplied scripts

for radio public service announcements narrated by Ernest Borgnine and U.S. Senator Jeremiah Denton, which reproduced in 1,000 copies for use by CAP units in their public affairs program. The photographer assigned to PAW produced and/or processed 3,437 black and white negatives, 1,751 color negatives, 3,292 prints and 5,687 color slides.<sup>125</sup>

### INTERNAL INFORMATION

The Internal Information Division published the Civil Air Patrol News, the official monthly newspaper of CAP. During the year, one 20-page, four 16-page, and seven 12-page papers were published. Budget limitations was the principal reason that papers of less than 20 pages were published, 20 pages having been the norm in past years. A 90 percent increase in postage for second class mail imposed in January greatly increased the cost of mailing the 65,000 monthly distribution of the paper. However, the increase was partially rescinded in July resulting in a decrease of approximately 28 percent of total mailing costs. The division continued to supply Public Affairs Officer kits to all new PAOs and to oversee the PA reporting program. Under the program, CAP wing PAOs submitted quarterly narrative reports that described public affairs activities within their wings. The reports enabled the National Headquarters PA to better understand the successes, failures and needs of the Civil Air Patrol Public Affairs program in the various CAP wings.<sup>126</sup>

### CHAPLAINCY

The CAP-USAF Staff Chaplain Office (HC) also functioned as the Civil Air Patrol National Chaplain Office and was responsible for administering the Civil Air Patrol Chaplain Service.<sup>127</sup>

### MANNING

The Chaplain's Office appointed 127 new Civil Air Patrol chaplains during 1982 in accordance with established qualification requirements. To receive an appointment as a CAP chaplain, applicants were required to obtain permission from their church and an endorsement from the denomination's ecclesiastical endorsing agency. Four years of college and three years seminary training (or its equivalent) was the scholastic standard for appointment. The chaplain manning goal was to have at least one chaplain assigned to each CAP unit, or have volunteer visiting clergy to assist with the

moral leadership program in units where a chaplain was not assigned. There were 947 CAP chaplains assigned at the end of 1982.<sup>128</sup>

## TRAINING

The Values for Living Writing Team consisting of four USAFR chaplains attached to HQ CAP-USAF for reserve duty wrote a Level II Training Specialty Track for CAP chaplains. The writing culminated 18 months of research and collecting of resources and data. The course was edited and put into Extension Course Institute format by Hugh Richardson of ECI. The course was scheduled to be available by the second quarter of 1983 with an expected enrollment of 750.<sup>129</sup>

## MEETINGS

The Executive Board of the National Chaplain Committee met three times during the year; twice at HQ CAP-USAF on 16 April and 3 December, once during the National Board Meeting in Chicago on 13 August. During the December meeting the CAP National Commander appointed Chaplain, Colonel, Frank H. Ebner as the new CAP Chief of Chaplains. The National Chaplains Committee met on 13-14 August in Chicago. The committee approved connecting the chaplain promotion system to the new Level II and Level III Chaplain Specialty Training Track, effective when the two programs become available. The committee moved that chaplains must complete Level II for promotion to major and Level III for appointment as wing or region chaplain. Level II was expected to be available in the second quarter of 1983 and Level III approximately one year later. The committee also approved a proposed description of the chaplains role and function in the CAP emergency services mission for possible inclusion in CAP Manual 50-15. The National Commander's Prayer Breakfast was held in Chicago on 13 August during the annual meeting of the CAP National Board. The guest speaker was Dr. Joseph A. Sittler from the Lutheran School of Theology at Chicago. The following chaplain awards were presented: CAP Chaplain of the Year, Chaplain Chester F. Wrzasczczak, Pacific Region Chaplain; and the Thomas C. Casaday Unit Chaplain of the Year, Chaplain Henry E. May, Jr., Winston-Salem Composite Squadron, North Carolina Wing.<sup>130</sup>

## ACTIVITIES

A chaplain recruiting campaign was conducted in March, April and May resulting in application from 98 clergymen, 70



Cadet members of the CAP National Capital Wing visited the office of each member of Congress and delivered copies of the 1982 Civil Air Patrol Annual Report to Congress. Steve Thomas (left), Cheryl Jones, and William Jones made the presentation to Congressman Charles W. Stenholm of Texas. The report was accompanied by a personal memo from the CAP Wing Commander in each Congressman's home state.



The 15th annual National Congress on Aerospace Education held in Atlanta in early April was sponsored by Civil Air Patrol, the Federal Aviation Administration, the National Aeronautics and Space Administration, and the National Air and Space Museum. Among the 700 attendees at the 3-day congress were Dr. Paul E. Garber (left) and retired German Air Force General Adolf Galland. Dr. Garber is historian emeritus of the National Air and Space Museum and Gen Galland is a World War II Luftwaffe "Ace."

of which were processed and chaplains appointed. The anniversary of the founding of Civil Air Patrol was recognized in special services held in local churches and military chapels during December. HC distributed 100,000 special CAP Chaplain Service Bulletins for use in conjunction with this occasion. Chaplain Spencer conducted a staff assistance visit to Alaska in April and attended chaplain conferences in seven of the CAP regions during 1982.<sup>131</sup>

## PLANS AND PROGRAMS

The Directorate of Plans and Programs (XR) functioned as a special program and project office for HQ CAP-USAF and National Headquarters Civil Air Patrol.

## NEC MEETINGS

The Plans and Programs Directorate was project office for two meetings of the Civil Air Patrol National Executive Committee (NEC) during 1982. Two special meetings of the NEC were held during the 13-14 August 1982 meeting of the National Board.\* The CAP Constitution and Bylaws established the NEC as the governing body of the Civil Air Patrol Corporation at times when the Civil Air Patrol National Board was not in session. XR prepared for the meetings by requesting proposed agenda items from CAP region and wing commanders and the HQ CAP-USAF staff. Agenda items were coordinated with the CAP-USAF Commander, the CAP National Commander and the CAP-USAF staff and the approved agenda was mailed to NEC members and CAP wing commanders 30 days prior to the scheduled meeting date. XR prepared meeting books with appropriate supporting documents and served as meeting coordinator during the two-day sessions. XR prepared edited minutes of the meetings from taped recording. Minutes of the NEC meetings held at Maxwell AFB, Alabama, on 16-17 April and 3-4 December were provided to all NEC members, CAP wing commanders and HQ CAP-USAF staff and field liaison offices.<sup>132</sup>

The NEC decided at the April meeting to adopt a mutual association between Civil Air Patrol and the Explorer Division of the Boy Scouts of America. The association was mutually beneficial to both organizations since it would allow CAP cadet units to be dual chartered as Aviation Explorer units of the BSA. The NEC voted to permit CAP cadets to be flown to and from USAF authorized missions providing that the aircraft

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\*See Minutes of 13-14 Aug 82 Meeting of CAP National Board, pp 24-29 (SD #51).

was not involved in any form of search on its way to and from the mission site. The NEC also decided to permit helicopters to be used in search and rescue operations. The helicopters will either be owned by individual CAP members or companies which permit their helicopter pilots who are CAP members to operate them on SAR missions. The NEC voted at the December meeting to approve CAP participation in a nationwide program to assist federal, state and local authorities in the suppression of illegal drug activities. CAP participation was limited to reporting to appropriate law enforcement agencies suspicious activity observed and expressly prohibited surveillance, tracking, chasing or apprehension.<sup>133</sup>

### NATIONAL BOARD MEETING

Plans and Programs had overall responsibility for planning, coordinating and conducting the Civil Air Patrol National Board meeting and national convention held at the Hyatt Regency O'Hare Hotel in Chicago, Illinois, on 13-14 August. Under the CAP Constitution and Bylaws the National Board was established as the primary governing body of Civil Air Patrol and was required to meet at least once annually. A CAP national convention, open to all members, was held in conjunction with the board meeting. The 1982 board meeting and convention was attended by approximately 1,500 CAP members and guests.

The National Board elected Colonel Howard L. Brookfield to the office of National Commander of Civil Air Patrol which authorized him to assume the CAP grade of brigadier general. General Brookfield replaced Brigadier General Johnnie Boyd who had served the maximum three terms allowed under the CAP Constitution and Bylaws. General Brookfield, who had previously served as California Wing Commander, Pacific Region Commander, and National Vice Commander, began his CAP membership as a cadet. Colonel William B. Cass was elected to the office of National Vice Commander of Civil Air Patrol. Colonel Cass had previously served as Iowa Wing Commander and North Central Region Commander. A three-way agreement between CAP, AOPA and Republic Airlines was formalized during the board meeting. The agreement provided "affiliate membership" in CAP to AOPA members who, in turn, would become eligible for CAP-type airfare discounts on Republic Airlines domestic flights.<sup>134</sup>

Special guests at the board meeting included General Thomas M. Ryan, Jr., Commander of Air Training Command; Major General Daniel Callahan, USAF (Retired), Chairman of the Board of the Air Force Association; Dr. Paul E. Kinsman, President of the Air Cadet League of Canada; Mr. Frank Lewis, National Director of Aviation Exploring of the Boy Scouts of America; Mr. William Shea, Associate Administrator for Airports,

Federal Aviation Administration; CAP Colonel Robert G. Rubens, Vice President of Republic Airlines; and Mr. John L. Baker, President of the Aircraft Owners and Pilots Association.

As project office for the board meeting and convention, XR planned, coordinated and monitored all details of the activity. This included selecting meeting site; negotiating with the Hyatt Regency convention manager for guest rooms, meeting rooms, and banquet facilities; coordinating and scheduling meeting room use; preparing Program Action Directive to assign responsibilities to other staff agencies; preparing meeting program and banquet program; soliciting agenda items and preparing and distributing agenda thirty days in advance of meeting; serving as on-scene manager and trouble shooter for the board meeting; associated meetings and seminars and banquet; conducting critique for use in planning future board meetings; and editing and publishing minutes of the board meeting.<sup>135</sup>

## CIVIL AIR PATROL-MANAGEMENT ANALYSIS PROGRAM

Plans and programs conducted the Civil Air Patrol-Management Analysis Program (CAP-MAP) which was used to monitor and rate CAP mission effectiveness. CAP-MAP provided the mechanism for the CAP leadership to track CAP mission readiness and a basis for recognition of the top performing wings in each of the eight CAP regions under the "Top 8 of the 80's" awards program. The NEC decided at its 16-17 April meeting to change CAP-MAP from a fiscal year to a calendar year cycle. The transition was accomplished through an interim program for the period 1 July-31 December 1982. This resulted in two cycles of the program being completed during 1982. The commanders of the top performing wings in the 1 July 1981-31 December 1982 CAP cycle were presented plaques and given appropriate recognition at the 13-14 August National Board meeting in Chicago. CAP-MAP winners in the 1 July-31 December 1982 cycle will be recognized at the 12-13 August 1983 National Board meeting in Las Vegas. "Top 8 of the 80's" award winners for the two evaluation cycles are shown in Table 6.<sup>136</sup>

## ANNUAL REPORT TO CONGRESS

The Civil Air Patrol Annual Report to Congress for calendar year 1982 was prepared by the Plans and Programs office as required by Public Law 476 of the 79th Congress. The 40-page document, containing eight pages in full color, reported on the three missions of Civil Air Patrol with special emphasis on the aerospace education mission. The report was published in 15,000 copies at a total cost of approximately \$8,000 to the CAP Corporation. Typesetting and printing was accomplished in-house

CAP-MAP  
TOP 8 OF THE 80's  
1 July 1981-30 June 1982

Vermont . . . . .	Northeast Region
West Virginia . . . . .	Middle East Region
Illinois . . . . .	Great Lakes Region
Georgia . . . . .	Southeast Region
North Dakota. . . . .	North Central Region
Oklahoma . . . . .	Southwest Region
Colorado . . . . .	Rocky Mountain Region
Washington . . . . .	Pacific Region

CAP-MAP  
TOP 8 OF THE 80's  
1 July-31 December 1982

Connecticut . . . . .	Northeast Region
South Carolina . . . . .	Middle East Region
Indiana . . . . .	Great Lakes Region
Tennessee . . . . .	Southeast Region
South Dakota . . . . .	North Central Region
Arkansas. . . . .	Southwest Region
Colorado. . . . .	Rocky Mountain Region
Nevada. . . . .	Pacific Region

TABLE 6, CAP-MAP Standings, 30 Jun 82 and 31 Dec 82.

by the CAP-USAF Publishing Division. The report was widely distributed to national, regional, state and local levels. Copies were sent to leaders in government, business, education, religion and civic organizations and to Air Force officials from the Secretary down to wing and base commanders. The report was delivered to each member of Congress by cadet members of winning team in the CAP National Cadet Competition. The New York cadets were assisted by cadet members of the CAP National Capital Wing. A personalized memo signed by the respective CAP wing commander was attached to the report to make it more constituent related for the individual congressman. As in the past, the annual report was CAP's only prestige publication and was used extensively in public relations program.<sup>137</sup>

### ORIENTATION TRAINING

Plans and Programs was responsible for scheduling and conducting orientation training for new personnel assigned in the USAF-CAP region and wing liaison offices and to the Headquarters CAP-USAF staff. Training was conducted on 1-3 November for all eligible officers and noncommissioned officers. XR prepared the training schedule, monitored the training and arranged transportation, billeting and an informal social function.<sup>138</sup>

### COMMANDER'S CONFERENCE

General Patton met with the eight USAF-CAP liaison region commanders at Maxwell AFB, Alabama, on 17-18 November. A Directors of Operations Conference attended by the director of operations from each of the eight USAF-CAP liaison regions was conducted concurrent with the commanders conference. The meetings were conducted in accordance with a planned agenda, but because of the confidentiality of sensitive areas discussed, minutes of meetings were not published. XR prepared and coordinated meeting agenda and made arrangements for transportation and billeting. General Patton established a policy that he would meet with the liaison region commanders each spring and fall and at annual National Congress on Aerospace Education and at the annual meeting of the CAP National Board. He directed that USAF-CAP liaison region training officers, directors of operations, directors of aerospace education, and Air Force reserve region commanders would meet once annually at the CAP-USAF headquarters to review plans, programs and operations in support of CAP.<sup>139</sup>

## CAP-USAF AND CAP HISTORY

XR continued its responsibility for preparation of the HQ CAP-USAF History and was assigned an "Outstanding" rating by Air University for the CY 1981 History. Each year since the task was assigned to XR in 1979, the CAP-USAF History has received the highest possible rating within AU. The preparation of a formal history of Civil Air Patrol was never a responsibility of the Air Force staff assigned to advise and assist Civil Air Patrol in performing its basic missions. As a result, a continuing history of the organization was never compiled. In an effort to correct this deficiency, a CAP Historical Committee was appointed in January with the CAP-USAF Director of Plans and Programs serving as a member. Throughout 1982, the committee worked to collect materials from individual CAP members and to classify and organize materials already available in the archives.<sup>140</sup>

## INSPECTION

The CAP-USAF Office of Inspector General (IG) conducted 35 management effectiveness inspections of CAP wings and CAP-USAF liaison offices, of which 26 were rated excellent, seven satisfactory and one marginal. USAF-CAP liaison region personnel conducted 17 staff supervisory evaluations during the same period. The IG conducted an Inspector General seminar during the CAP National Board Meeting in August. The 56 participants were told of the most common discrepancies noted during inspections. The most significant seminar discussion focused on the wing inspector as the proper point for resolving complaints and grievances.<sup>141</sup>

The IG received eight complaints and 17 congressional inquiries which represented a 17 percent decrease from 1981 despite a 7 percent increase in membership. The decrease was attributed to more highly motivated wing inspectors and the general membership being better informed on the complaint process. The complaints and inquiries were analyzed and no general trend was discerned.<sup>142</sup>

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## APPENDIX I

### BIOGRAPHY - GENERAL PATTON

Brigadier General David L. Patton is Commander of Civil Air Patrol-United States Air Force (CAP-USAF) with headquarters at Maxwell AFB, Alabama. In his military capacity, he directs USAF support of Civil Air Patrol and commands all Air Force personnel assigned to the headquarters and the eight region and 52 wing liaison offices.

As the Executive Director of Civil Air Patrol, he serves in a civilian capacity, and administers the day-to-day activities of CAP and is a voting member of the CAP National Board and National Executive Committee. Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a federally chartered, benevolent, civilian organization.

General Patton was born in Baltimore, Maryland, and enlisted in the U.S. Air Force in April 1952 where he served as crew chief at Vance AFB, Oklahoma, until his entry into the aviation cadet flying program in January 1953. General Patton received his commission and wings at Greenville AFB, Mississippi, in April 1954. He then attended fighter gunnery school at Laughlin AFB, Texas, and Luke AFB, Arizona.

His first operational assignment was with the 12th Strategic Fighter Wing, Bergstrom AFB, Texas, where he flew F-84s from July 1954 to February 1955. He was then assigned to the 91st Strategic Reconnaissance Wing at Lockbourne AFB, Ohio, flying RB-47Es. In September 1958, his unit was redesignated the 376th Bombardment Wing (electronics countermeasures), where he flew EB-47Es as pilot and standardization/evaluation examiner. From June 1966 until July 1971, General Patton served as U-2 pilot and as an operating location commander with the 349th Strategic Reconnaissance Squadron at Davis-Monthan AFB, Arizona. From the forward operating locations, he flew missions over both North and South Vietnam. He commanded this squadron from July 1971 to July 1972.

In July 1973 General Patton was assigned as vice commander of the 55th Strategic Reconnaissance Wing, Offutt AFB, Nebraska. He then moved to the 43rd Strategic Wing, Anderson Air Base, Guam, in July 1975 and assumed command of the wing in March 1976. General Patton was assigned to the Directorate of Operations and Readiness, HQ USAF, Washington DC, in July 1977, initially as Chief of the Strategic Division, then as Deputy Director for Readiness Development, followed by Deputy Director for Operations and Training. From July 1978 to July 1979 he was Deputy Director for Operations and Readiness.

In July 1979 he became commander of the 4th Air Division, Strategic Air Command, at Francis E. Warren AFB, Wyoming, until assuming command of HQ CAP-USAF on 31 August 1981.

General Patton received his Bachelor of Arts degree from the University of Nebraska and his Master of Science Degree from Troy State University. He completed Northwestern University's Graduate School of Management for Senior Executives in 1978. General Patton's professional military education includes the Air Command and Staff College in 1965 and the Air War College in 1973 in residence at Maxwell AFB, Alabama.

General Patton is a command pilot with more than 6,000 hours flying time. He has been awarded the Legion of Merit, the Distinguished Flying Cross, the Meritorious Service Medal and the Air Medal.

He was promoted to brigadier general 1 June 1979, with date of rank 21 May 1979.

General Patton is married to the former Jean Louis Hibbs, also of Baltimore. They have two sons: Ensign Mark David, USN; Scott George; and a daughter, Teri Jean.

## APPENDIX II

### LINEAGE AND HONORS DATA

Unit Designation:	Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF)
Previous Designation:	Same
Higher Headquarters:	Air University
Commander:	Brig Gen David L. Patton (29 Aug 81, HQ CAP-USAF SO G-11, 31 Aug 81)
Vice Commander:	Col Win E. DeBoortter (13 Sep 81, from USAF-CAP Northeast Liaison Region Commander, CAP-USAF Personnel Action Change A00 3847, 25 Sep 81)
Assigned Units:	None
Assigned Units Inactivated:	None
Assigned Units Gained:	None
Station:	Maxwell AFB, Alabama
Aircraft Flown:	Air Force Civilian Rental Aircraft
Awards and Decorations:	None
Emblem:	Same

## APPENDIX III

## PERSONNEL DATA

## KEY PERSONNEL AS OF 31 DECEMBER 1982

COMMANDER.....Brig Gen David L. Patton  
 VICE COMMANDER.....Col Win E. DePoorter  
 RESERVE ADVISOR TO COMMANDER.....Col Joseph A. L'Abbe  
     Chief, Reserve Affairs Division.....MSgt Ray Johns  
 DIRECTOR OF AEROSPACE EDUCATION.....Mr. John V. Sorenson  
     Chief, Aerospace Education Division...Mr. Harold R. Bacon  
     Chief, Curriculum Division.....Mr. Warren H. Garthright  
     Chief, Audio-Visual Communications  
         Division.....Mr. William J. DePaola  
 DIRECTOR OF TRAINING.....Col Vardaman F. Johnson  
     Chief, Cadet Programs Division.....Lt Col Arthur W. Ahl  
     Chief, Senior Training Division.....Maj Benjamin H. Walker  
 DIRECTOR OF OPERATIONS.....Col Byron W. King, Jr.  
     Chief, Current Operations Division....Lt Col George R. Partridge  
     Chief, Flight Operations Division.....Capt Eugene J. Stepko  
     Chief, Emergency Services Division....Maj Peter J. Kalisky  
     Chief, Communications Electronics  
         Division.....Mr. Harry N. McConnell  
 DIRECTOR OF PERSONNEL.....Lt Col Joseph J. Matisak  
     Chief, CAP Personnel Division.....Ms. Renova Williams  
     Chief, Personnel Systems Division.....Mr. Charles E. House  
     Chief, Military Personnel Division....MSgt William L. Jones

DIRECTOR OF ADMINISTRATION.....Lt Col Michael D. Duto  
     Chief, Publishing Division.....Mr. Marion Crittenden  
 DIRECTOR OF LOGISTICS.....Lt Col Ronald J. Skoneki  
 DIRECTOR OF PLANS AND PROGRAMS.....Col Joseph J. Hannan  
     Deputy Director of Plans and Programs.Col Robert J. Hunt  
 DIRECTOR OF PUBLIC AFFAIRS.....Maj Thomas F. Fitzpatrick  
 DIRECTOR OF SAFETY.....Lt Col John Cannaday  
 COMPTROLLER.....Lt Col Patrick E. O'Reilly  
 CHAPLAIN.....Col Henry L. Spencer  
 INSPECTOR GENERAL.....Maj William S. Allee  
 STAFF JUDGE ADVOCATE.....Capt Richard E. Slipsky

#### USAF-CAP NORTHEAST LIAISON REGION

Commander.....Col Richard J. Harris  
 Director of Operations.....Lt Col Kenneth H. Gaasch  
 Director of Training.....Lt Col Robert E. Park  
 Director of Aerospace Education.....Mr. Robert C. Smith

#### USAF-CAP MIDDLE EAST LIAISON REGION

Commander.....Col David D. Brandt, Jr.  
 Director of Operations.....Lt Col Paul J. Roberts  
 Director of Training.....Capt Philip C. Amrhein Jr.  
 Director of Aerospace Education.....Mr. Walt Flint

#### USAF-CAP GREAT LAKES LIAISON REGION

Commander.....Col Robert E. Nugent  
 Director of Operations.....Vacant  
 Director of Training.....Vacant  
 Director of Aerospace Education.....Mr. Wesley R. Kimball

## USAF-CAP SOUTHEAST LIAISON REGION

Commander.....Col James R. Withers  
 Director of Operations.....Lt Col Roger W. Shaw  
 Director of Training.....Lt Col Roger H. Dodd  
 Director of Aerospace Education.....Mr. Kenneth C. Perkins

## USAF-CAP NORTH CENTRAL LIAISON REGION

Commander.....Col Val W. Taylor  
 Director of Operations.....Lt Col Richard Valen  
 Director of Training.....Vacant  
 Director of Aerospace Education.....Mr. Melvin Zeihl

## USAF-CAP SOUTHWEST LIAISON REGION

Commander.....Col Herbert L. Neathery  
 Director of Operations.....Lt Col James D. Jeffcoat  
 Director of Training.....Lt Col Glenn H. Coleman  
 Director of Aerospace Education.....Mr. C. E. Neal

## USAF-CAP ROCKY MOUNTAIN LIAISON REGION

Commander.....Col E. J. Zulauf  
 Director of Operations.....Lt Col George P. Vierno  
 Director of Training.....Vacant  
 Director of Aerospace Education.....Mr. Noel Bullock

## USAF-CAP PACIFIC LIAISON REGION

Commander.....Col John C. Cody  
 Director of Operations.....Lt Col Robert M. Imle  
 Director of Training.....Maj Philip O. Simon  
 Director of Aerospace Education.....Ms. D. Jule Zumwalt

## PERSONNEL CHANGES - 1982

COMMAND. Lt Col Michael D. Duto arrived during June 1982 for duty as Director of Administration/Executive Officer/HQ Squadron Section Commander to replace Maj Dennis W. Czaja who departed PCS during July 1982.

ADMINISTRATION. TSgt Ernest L. Sherrod, Jr., was assigned during June 1982 as a Printing Technician to fill a vacant position in the Publishing Division.

OPERATIONS. Lt Col George R. Partridge was assigned during June 1982 as Chief, Current Operations Division, to replace Lt Col Glen D. Atwell, who was reassigned as the Alabama Wing Liaison officer during January 1982. Maj Peter J. Kalisky arrived during June 1982 for duty as Chief, Emergency Services Division to replace Lt Col Fred M. Ayoub who departed PCA without PCS. Capt Eugene J. Stepko arrived during August 1982 for duty as Chief, Flight Operations Division, to replace Maj Donald J. Cox, who departed PCS during July 1982. MSgt Wilburn H. Long, Jr., arrived during September 1982 for duty as Chief, Radio Operations Division, to replace SMSgt David M. Barnwell who retired 1 September 1982. TSgt John A. Weyna was assigned during December 1982 to fill the vacant position as NCOIC, Flight Operations Division.

LOGISTICS. MSgt Nelson E. Daniel was assigned during October 1982 as Chief, Aircraft Maintenance Division to replace SMSgt Jerry Collie who retired 1 November 1982. SSgt Douglas A. Holmes was assigned during February 1982 as NCOIC, Aircraft Support Section, to replace TSgt Arthur Meeks who was reassigned PCS during February 1982.

PLANS AND PROGRAMS. Col Robert J. Hunt was assigned in December 1982 as Deputy Director of Plans and Programs. ALC Fred A. Rivers was assigned during December 1982 to fill a newly created 70230B position.

TRAINING. Col Vardaman F. Johnson was assigned during August 1982 as Director of Training to replace Col Ralph O. Clemens, Jr., who was reassigned PCA without PCS during March 1982. Maj Benjamin H. Walker was assigned during April 1982 as Chief, Senior Training Division, to replace Capt Billy D. Brink who retired 1 December 1981. TSgt Donald R. Gainor was reassigned November 1982 to NCOIC, Cadet Programs Division, to replace TSgt Joseph Madison who was reassigned PCA without PCS during August 1982. Sgt Susan M. Parker was assigned in March 1982 to the vacant position in the Training Division.

PUBLIC AFFAIRS. MSgt Teddy W. Austin was assigned during June 1982 as Deputy Director of Public Affairs to replace MSgt William R. Barnhill who retired 1 February 1982. SSgt Randal W. McNatt was assigned during July 1982 as a Photo Journalist to replace TSgt Claude Kennedy who was assigned PCS in July 1982.

JUDGE ADVOCATE. Capt Richard E. Slipsky was assigned during October 1982 as Staff Judge Advocate to replace Lt Col John A. Yagley III who was reassigned PCS during September 1982.

COMPTROLLER. Lt Col Patrick E. O'Reilly was assigned during July 1982 as Director of Budget and Accounting to replace Lt Col Raymond L. Rowlison who retired 1 September 1982.

USAF-CAP GREAT LAKES LIAISON REGION. The Director of Operations position was vacated with the retirement of Lt Col Gary W. Goldenbogen on 31 December 1982. Lt Col John G. Roush was assigned as the Indiana Liaison Officer during July 1982 to replace Lt Col Franklin R. Ewan who retired 1 October 1982. TSgt Helen K. Soergel was assigned to the Kentucky Liaison NCO position during June 1982 to replace MSgt Ronnie B. Rowe who retired 1 August 1982. TSgt Jose H. Hernandez was assigned to the Michigan Liaison NCO position during July 1982 to replace MSgt Gregorio Garza who retired 1 October 1982.

USAF-CAP MIDDLE EAST LIAISON REGION. Capt Philip C. Amrhein, Jr., was assigned to fill the vacant Director of Training position during October 1982. MSgt Clyde M. Christianson was assigned to the Director of Administration position during December 1982 to replace SMSgt Gary W. Buyers who retired 31 December 1982. SSgt Erlington C. Dotson was assigned to the Maryland Liaison NCO position during July 1982 to replace MSgt Howard D. Cassidy who retired 1 October 1982. Lt Col Stanley Voyiaziakis was assigned to the National Capital Liaison Officer position to replace Lt Col Roy N. Winkler who retired 1 June 1982.

USAF-CAP NORTH CENTRAL LIAISON REGION. Col Val W. Taylor was assigned as the Middle East Liaison Region Commander during March 1982 to replace Lt Col Richard D. Valen who was interim commander and reverted back to the Director of Operations position. TSgt David L. Lechner was assigned to the Kansas Liaison NCO position during March 1982 to replace SSgt Ernest L. Oliver who was reassigned PCS during August 1982. Lt Col Joseph R. Brand was assigned as the Missouri Liaison Officer during October 1982 as an overage pending Lt Col Earle H. Comfort's retirement during 1983. Lt Col Richard L. Scharf was assigned as the North Dakota Liaison Officer during April 1982 to replace Lt Col Edward J. Raboin who was reassigned PCS during February 1982.

USAF-CAP NORTHEAST LIAISON REGION. Lt Col Robert E. Park was assigned as the Director of Training during October 1982 to fill the vacant position. TSgt Walter K. King was assigned to the Massachusetts Liaison NCO position during February 1982 to replace TSgt Thomas P. Burns who was reassigned PCA without PCS. TSgt Ralph D. Smart was assigned to the New Hampshire Liaison NCO position during October 1982 to replace MSgt Ronald K. Leonard who was reassigned PCS during December 1982.

Maj Charles R. Leykum was assigned as the New York Liaison Officer during September 1982 to replace Lt Col George R. Partridge who was reassigned PCS to HQ CAP-USAF during June 1982. MSgt Wade D. Hoffman was assigned to the Pennsylvania Liaison NCO position during February 1982 to replace MSgt John N. Lenon who was reassigned PCS during February 1982. Lt Col Richard L. Tisdale was assigned as the Rhode Island Liaison Officer during September 1982 to replace Major Jerry E. Burchette who retired 1 September 1982. Lt Col Alan D. Lane was assigned as the Vermont Liaison Officer during October 1982 to replace Lt Col Robert B. Smith, Jr., who retired 31 December 1982.

USAF-CAP PACIFIC LIAISON REGION. Lt Col Robert M. Imle was assigned as the Director of Operations during November 1982 to replace Col Glen W. Walder who was reassigned PCS during November 1982. Maj Philip O. Simon was assigned as the Director of Training during October 1982 to fill the vacant position. MSgt Ernesto Asuncion was assigned to the Hawaii Liaison NCO position during March 1982 to replace MSgt Ronald J. Voegtly who was reassigned PCS during March 1982. TSgt James R. Speich was assigned to the Oregon Liaison NCO position during July 1982 to replace TSgt John P. Laroche who was reassigned PCS during July 1982. Lt Col Jon C. Long was assigned as the Washington Liaison Officer during September 1982 to replace Maj Gary J. Pavlu who was reassigned during September 1982.

USAF-CAP ROCKY MOUNTAIN LIAISON REGION. MSgt Levern Lowry was assigned as the Director of Administration during April 1982 to replace MSgt Robert L. Cordova who retired 1 October 1982. TSgt William P. Wagner was assigned to the Colorado Liaison NCO position during March 1982 to replace MSgt Levern Lowry who was reassigned to the Rocky Mountain Liaison Region Director of Administration position. TSgt David B. McAmis, Jr., was reassigned to the Idaho Liaison NCO position during June 1982 to replace Walter C. Thornton who retired 1 August 1982. Lt Col Robert R. Dockum was assigned as the Montana Liaison Officer during April 1982 to replace Maj Duan F. Cocking who retired 1 November 1982. MSgt Dennis R. Higginbotham was assigned to the Montana Liaison NCO position during February 1982 to replace TSgt Frederick J. Dahlman who retired 1 July 1982. TSgt Hillard L. Aycock was assigned to the Wyoming Liaison NCO position during March 1982 to replace MSgt Jose Vialpando who retired 1 July 1982.

USAF-CAP SOUTHEAST LIAISON REGION. Col James R. Withers was assigned as the Southeast Liaison Region Commander during January 1982 to replace Col James W. Shattuck who retired 1 November 1981. Lt Col Roger H. Dodd was assigned as the Director of Training during October 1982 to fill the vacant position. MSgt Howard D. Ernest was assigned to the Alabama Liaison NCO position to replace TSgt Terry J. Meyer who was reassigned PCS during November 1982. Major Castner R. Waddell

was assigned as the Georgia Liaison Officer during December 1982 to replace Lt Col Warren L. Crawford who retired 1 December 1982. Lt Col James K. Whitfield was assigned as the Tennessee Liaison Officer during May 1982 to replace Lt Col James H. Brown who retired 1 July 1982.

USAF-CAP SOUTHWEST LIAISON REGION. Lt Col Glenn H. Coleman was assigned as the Director of Training during December 1982 to fill the vacant position. TSgt Larry E. Thomas was assigned to the Arizona Liaison NCO position during September 1982 to replace SSgt Billy D. Williams who was reassigned PCS during July 1982. Lt Col Florian P. Meinhardt was assigned as the Louisiana Liaison Officer during August 1982 to replace Lt Col John N. Dick, Jr., who retired 1 December 1982. TSgt David E. Gail was assigned to the New Mexico Liaison NCO position during April 1982 to replace MSgt Thomas W. Wassmann who retired 1 October 1982. Lt Col Raymond D. Walbridge was assigned as the Oklahoma Liaison Officer during February 1982 to replace Lt Col Ronald C. Barnes who retired 1 February 1982.

APPENDIX IV

CIVIL AIR PATROL DATA

As of 31 DECEMBER 1982

<b>MEMBERSHIP</b>	<b>1981</b>	<b>1982</b>
Cadets	23,020	24,645
Seniors	37,668	40,024
Total Members	60,688	64,669
<b>ORGANIZATIONAL UNITS</b>		
Regions	8	8
Wings	52	52
Groups	185	172
Senior Squadrons	242	253
Cadet Squadrons	356	324
Composite Squadrons	931	952
Flights	85	89
Total Units	1,859	1,850
<b>RADIO STATIONS *</b>		
Fixed Land	4,084	4,028
Ground Mobile	15,225	16,500
Air Mobile	4,095	4,185
Citizen Band	8608	2,700
Search and Rescue	675	697
Corporate Aeronautical	605	587
Repeater Stations	215	232
Emergency Locator	139	156
Total Stations	25,898	29,085
<b>AIRCRAFT</b>		
Corporate Owned	588	572
Member Owned	8,223	8,890
Total Aircraft	8,811	9,462
<b>EMERGENCY SERVICES</b>		
Missions	1,160	1,194
Sorties	8,567	8,463
Hours Flown	17,878	16,960
Objectives Located (Finds)	660	782
Lives Saved (Saves)	77	87
<b>ENCAMPMENTS</b>		
Active Air Force Bases	26	32
Other DOD Facilities	30	25
Non-DOD Facilities	26	34
Cadets Attending	5,422	6,833
Seniors Participating	989	1,353
<b>CADET AWARDS</b>		
Mitchell Awards	1,181	1,252
Earhart Awards	444	474
Spatz Awards	25	40

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\*FCC Licenses Issued.

SOURCE: CAP Annual Report to Congress for 1982, p 36.

## APPENDIX V

## ORGANIZATIONAL EMBLEM

A new organizational emblem for Civil Air Patrol-USAF was approved by Headquarters Air Force Manpower and Personnel Center on 3 September 1981, but was not available for use until early 1982. Color photographs of the emblem were provided by the 1361st Audiovisual Squadron and stick-on decals of the emblem in various sizes were on order at the end of 1982.



## ABSTRACT

Discusses CAP's beginning and activities during World War II and legislation following the war that culminated in its congressional charter as a volunteer, nonprofit corporation and official status as the civilian auxiliary of the Air Force. Outlines the organization and mission of CAP-USAF and CAP and explains the relationship of the two organizations. Provides a synopsis of command priorities and brief summary of mission activities and developments during 1982.

Describes the origin of the CAP cadet program and discusses the objectives and structure of the current program and achievements during 1982. Reviews the standardized five level training program for CAP senior members and outlines achievements during 1982. Discusses the emergency services mission of CAP and the relationship of CAP to the Air Force in its execution, along with the mutual support association of CAP-USAF and CAP with other organizations involved in disaster relief and search and rescue operations. Outlines progress made by CAP-USAF and CAP working in cooperation with FAA and FEMA to revitalize state SARDA plans and work accomplished by HQ CAP-USAF and the Air Force Emergency Operations Center in rewriting the CARDA plan.

Recaps the search and rescue record of individual CAP wings in terms of search objectives located and lives saved. Reviews new initiatives through CAP involvement in the SARSAAT Project, Organ Transport Program, and assistance to law enforcement authorities by reporting suspected illicit drug activities. Reports on the amount of military airlift support provided for CAP activities during 1982 and CAP support provided to SAC in conducting surveys of military low-level training routes. Reviews the CAP Flight Clinic Program for promoting proficiency and safety and discusses the CAP nationwide communications capability.

Reviews the CAP aerospace education mission and details the activities of the CAP-USAF aerospace education staff in supporting various aspects of the program. Discusses the annual National Congress on Aerospace Education conducted in Atlanta in 1982 and cosponsored by CAP, FAA, NASA and the National Air and Space Museum. Reviews the basic external education program of teaching and teachers through CAP-sponsored aerospace education workshops conducted in colleges, universities and individual school systems throughout the country. Discusses revision of the CAP and AFJROTC common textbook, Aerospace: The Challenge, and implementation of the Aerospace Education Program for Senior Members based on the concept of leadership by example. Recognizes recipients of the Frank G. Brewer Memorial Aerospace Awards.

Defines the role of the USAF-CAP field liaison structure that corresponds to the eight CAP regions that geographically divide the 50 states, Puerto Rico and the District of Columbia. Discusses the authorization of Public Law 557 that allows the Secretary of the Air Force to establish the offices and assign Air Force personnel to the liaison duty of advising and assisting CAP commanders. Summarizes the activities of the field liaison personnel in monitoring CAP emergency services capabilities, assisting in arranging and conducting cadet encampments and activities, supporting the aerospace education workshop program, and the varied day-to-day details of serving as the communications link between the Air Force and its civilian auxiliary.

Discusses the management of military and CAP personnel in relation to performance of the CAP-USAF and CAP missions. Reviews the impact of the ATC Rated Prioritization Plan that precluded the manning of eight LR/TT positions until October and the classification action resulting in the downgrade of four civilian secretary positions. Provides data on CAP personnel actions and increases in both cadet and senior membership. Explains the three-way agreement between CAP, AOPA, and Republic Airlines that qualified AOPA members for affiliate membership in CAP and reduced air fares on Republic Airlines domestic flights. Summarizes the activities of the Reserve Assistance Program and discusses the need for additional reservists in the program.

Reports on the morale and discipline of CAP-USAF personnel and the strict enforcement of command drinking and driving policies and unsatisfactory progress in the Weight Management Program that resulted in three Articles 15 and four letters of reprimand. Outlines progress made in upgrading the capability of the CAP Printing Plant through acquisition of modern equipment with funds allocated by the CAP National Executive Committee.

Provides details on the FY 1983 CAP-USAF operating budget and indicates that over \$43,000 of the FY 82 operating funds were returned to AU as surplus to requirements. States that the savings was made possible through "opportune airlift." Indicates that the FY 83 budget was \$139,000 less than actual FY 82 operating expenses, and that the CAP-USAF Financial Management Board planned to meet in early 1983 to make budget reductions. States that CAP financial trends were favorable and provides supporting data.

Reviews the CAP and CAP-USAF safety record for 1982 and indicates that CAP experienced its best year in history with a 35 percent reduction in aircraft mishaps. States that major aircraft accidents dropped from 20 in 1981 to nine and that fatalities were down from 11 to two. Reports that CAP-USAF maintained an excellent safety record in 1982.

Provides data on CAP corporate aircraft and vehicle fleets and value of DOD excess property acquired and disposed of during 1982. Gives details on the CAP Aircraft Modernization Program. Discusses the LG function pertaining to support agreements, leases, licenses and permits between governmental agencies and CAP covering the use of real estate facilities.

Outlines JA functions of the staff legal officer in supporting the Commander, CAP-USAF, and providing legal advice to field liaison offices, and responsibility for providing legal advice to CAP Corporate policy makers. Discusses CAP efforts to obtain amendment of the Federal Employees Compensation Act (FECA) as it applies to CAP members.

States that the CAP-USAF public affairs effort was further limited due to budget restrictions and manpower losses. Summarizes PA achievements in supporting major CAP activities through protocol and public relations efforts. Discusses reestablishment of the Media Relations Division and articles developed for use in national level publications. Summarizes the achievements of the Creative Products and Internal Information Divisions.

Discusses the functions of the CAP-USAF Staff Chaplain's Office and its responsibilities as the Civil Air Patrol National Chaplain Office. Outlines the procedures for appointment of new CAP chaplains and responsibilities associated with administering the Civil Air Patrol Chaplain Service. Discusses the work of the Values for Living writing team in producing a training program for CAP chaplains. Summarizes XR functions in planning and conducting CAP National Board meeting and National Executive Committee meetings and preparation of the CAP Annual Report to Congress. Discusses requirement for the Civil Air Patrol Management Analysis Program and XR responsibility for developing and conducting the program. Discusses XR role in conducting orientation training for newly assigned liaison personnel and supporting CAP-USAF Liaison Region Commanders' Conferences. Mentions XR responsibility for the CAP-USAF history.

Discusses IG actions in conducting management effectiveness inspections of CAP wings and USAF-CAP liaison offices and in monitoring staff supervisory inspections conducted by USAF-CAP liaison staff personnel. Reviews IG actions in processing Congressional inquiries and complaints.

## GLOSSARY

AAF	Army Air Forces
AB	Air Base
AC	Comptroller
ACSC	Air Command and Staff College
AED	Aviation Exploring Division
AEPSM	Aerospace Education Program for Senior Members
AFB	Air Force Base
AFOEC	Air Force Emergency Operating Center
AFJROTC	Air Force Junior Reserve Officer Training Corps
AFR	Air Force Regulation
AFRCC	Air Force Rescue Coordination Center
AFRES	Air Force Reserve
AFS	Air Force Station
AFSC	Air Force Specialty Code
ANG	Air National Guard
AOPA	Aircraft Owners and Pilots Association
ARRS	Aerospace Rescue and Recovery Service
ATC	Air Training Command
AU	Air University
AVTS	Airborne Video Transmission System
BSA	Boy Scouts of America
CAP	Civil Air Patrol
CAP-MAP	Civil Air Patrol-Management Analysis Program
CAPR	Civil Air Patrol Regulation
CAP-RAP	Civil Air Patrol Reserve Assistance Program
CAP-USAF	Civil Air Patrol-United States Air Force
CARDA	Continental Air Reconnaissance for Damage Assessment
CD	Civil Defense
CONUS	Continental United States
CY	Calendar Year
DA	Director of Administration
DO	Director of Operations
DOO	Current Operations Division
DOS	Emergency Services Division
DOD	Department of Defense
DP	Director of Personnel
ECI	Extension Course Institute
EDF	Directorate of Aerospace Education
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FAC	Functional Account Code
FCC	Federal Communications Commission

FECA	Federal Employees Compensation Act
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GLR	Great Lakes Region
GLLR	Great Lakes Liaison Region
GS	General Schedule (federal employee pay grades)
GSA	General Services Administration
HC	Chaplain
HQ	Headquarters
IACE	International Air Cadet Exchange
IG	Inspector General
IMA	Individual Mobilization Augmentee
JA	Staff Judge Advocate
LG	Director of Logistics
LO	Liaison Office/Officer
LR	Liaison Region
MAC	Military Airlift Command
MELR	Middle East Liaison Region
MER	Middle East Region
NASA	National Aeronautics and Space Administration
NCAE	National Congress on Aerospace Education
NCLR	North Central Liaison Region
NCR	North Central Region
NEC	National Executive Committee
NEACAP	National Emergency Airborne Command Post
NELR	Northeast Liaison Region
NER	Northeast Region
NORAD	North American Defense Command
NSC	National Staff College
OCD	Office of Civilian Defense
PA	Director of Public Affairs
PAO	Public Affairs Officer
PACLR	Pacific Liaison Region
PACR	Pacific Region
PME	Professional Military Education
POM	Program Objective Memorandum
RAP	Reserve Assistance Program
RMLR	Rocky Mountain Liaison Region
RMR	Rocky Mountain Region
ROTC	Reserve Officer Training Corps
RSC	Region Staff College
SAC	Strategic Air Command
SAR	Search and Rescue

SARSAT	Search and Rescue Satellite Aided Tracking
SARDA	State and Region Defense Airlift
SE	Director of Safety
SELR	Southeast Liaison Region
SER	Southeast Region
SLS	Squadron Leadership School
SWLR	Southwest Liaison Region
SWR	Southwest Region
TT	Director of Training
TTH	Cadet Program Division
TTN	Senior Training Division
US	United States
USAF	United States Air Force
USAF-CAP	United States Air Force-Civil Air Patrol
USAFR	United States Air Force Reserve
USFORCOM	US Forces Command
USREDCOM	US Readiness Command
USSR	Union of Soviet Socialist Republic
XR	Director of Plans and Program

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